By Mr. DAYTON: Petition of E. H. Taliaferro, administrator of Edward Lucas, deceased, of the District of Columbia, for reference of war claim to the Court of Claims—to the Committee on War Claims.

Also, petition of the heirs of Margaret J. Cross, deceased, of Jefferson County, W. Va., praying reference of war claim to the Court of Claims—to the Committee on War Claims.

Also, petition of the heirs of George D. Wiltshin, deceased, of Jefferson County, W. Va., praying reference of war claim to the Court of Claims—to the Committee on War Claims.

By Mr. DOLLIVER: Petitions of the Woman's Christian Temperance Union and citizens of Scranton, Iowa, for the passage of a bill to forbid the sale of liquors in canteens—to the Committee on Military Affairs.

By Mr. EMERSON: Paper to accompany House bill for the relief of Franklin Warren—to the Committee on Invalid Pensions.

By Mr. ESCH: Papers to accompany House bill No. 7688, granting a pension to Katy Kurth, of Trempealeau County, Wis.—to the Committee on Invalid Pensions.

By Mr. FARIS: Petitions of Locust Street Methodist Episcopal Church, College Avenue Methodist Episcopal Church, and First Baptist Church, of Greencastle, Ind., urging the passage of the Bowersock bill preventing the sale of liquor upon premises used for military purposes—to the Committee on Military Affairs.

By Mr. GRIFFITH: Paper to accompany House bill granting an increase of pension to James Scrogum, of Elkinsville, Ind.—to the Committee on Invalid Pensions.

By Mr. HOFFECKER: Petition of Henry Rayner and other druggists of Georgetown, Del., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

Also, petitions of the Woman's Christian Temperance Union, Manha S. Cranston and 35 citizens of Newport and Newcastle County, Del., urging the passage of House bill prohibiting the sale of liquor in Army canteens, etc.—to the Committee on Military Affairs.

By Mr. LENTZ: Petition of citizens and farmers in the vicinity of Worthington, Ohio, to amend the present law in relation to the sale of oleomargarine—to the Committee on Agriculture.

Also, petition of Mandabach Drug Company, of Columbus, Ohio, for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

Also, resolution of Alfred Cannon Post, No. 261, of Canal Winchester, Ohio, Grand Army of the Republic, in favor of House bill No. 7094, to establish a Branch Soldiers' Home at Johnson City, Tenn.—to the Committee on Military Affairs.

Also, petition of citizens of North Star, Mich., in favor of the Bowersock anti-canteen bill—to the Committee on Military Affairs.

By Mr. LIVINGSTON: Petition of Stovall Smith Drug Company, V. H. Cox & Co., and other druggists of Atlanta, Ga., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

By Mr. LOUD: Petition of the Young People's Society of Christian Endeavor and of the Cumberland Presbyterian Church, of Mountain View, Cal., for the passage of the Bowersock anti-canteen bill—to the Committee on Military Affairs.

By Mr. MANN: Petition of the Woman's Christian Temperance Union and South Congregational Church, of Chicago, Ill., to prohibit the selling of liquors in any post exchange, transport, or premises used for military purposes—to the Committee on Military Affairs.

Also, paper of Col. C. S. Bartlett, to accompany House bill No. 8940, for the promotion of First Lieut. H. T. Reed—to the Committee on Military Affairs.

By Mr. MIERS of Indiana: Petition of citizens of Freedom, Ind., for State control of imitation dairy products, as provided in House bill No. 3717—to the Committee on Agriculture.

By Mr. NORTON of South Carolina: Petitions of D. O. Rhame, of Summerton, S. C., and Douglas Jennings and others, of Bennettsville, S. C., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

By Mr. RANSDELL: Petition of Benjamin Servaunt, to accompany House bill No. 11533, for his relief—to the Committee on Invalid Pensions.

By Mr. ROBINSON of Indiana: Petition of H. W. Meinzen, of Fort Wayne, Ind., for the repeal of the stamp tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

By Mr. SHAFROTH: Protest of manufacturers and dealers in baking powder in the State of Colorado, against the passage of House bill No. 4047, entitled "A bill for the protection of public health"—to the Committee on Interstate and Foreign Commerce.

Also, petition of the Colorado Springs (Colo.) Christian Endeavor Union, to prohibit the selling of liquors in any post exchange, transport, or premises used for military purposes—to the Committee on Military Affairs.

Also, petitions of B. F. Hittell, J. W. Fleming, and other druggists of the State of Colorado, for the repeal of the stamp tax on medicines, etc.—to the Committee on Ways and Means.

By Mr. SPERRY: Petition of Admiral Foote Post, No. 17, Grand Army of the Republic, Department of Connecticut, in support of House bill No. 4742, to provide for the detail of active and retired officers of the Army and Navy to assist in military education in public schools—to the Committee on Military Affairs.

Also, resolution of the Thirty-third Annual Encampment, Department of Connecticut, Grand Army of the Republic, favoring a bill to establish a pension court of appeals—to the Committee on Invalid Pensions.

By Mr. SPIGHT: Affidavit to accompany bill for the relief of Christ Protestant Episcopal Church, of Holly Springs, Miss.—to the Committee on War Claims.

By Mr. UNDERWOOD: Petition of Young People's Society of Christian Endeavor of the Presbyterian Church of Birmingham, Ala., for the passage of a bill to forbid liquor selling in canteens and in the Army, Navy, post exchanges, etc.—to the Committee on Military Affairs.

Also, petition of druggists of Marion, Ala., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

By Mr. WADSWORTH: Resolutions of Farmers' Club of Niagara County, N. Y., relating to the passage of the Grout oleomargarine bill—to the Committee on Agriculture.

SENATE.

SATURDAY, *May 19, 1900.*

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. PETTIGREW, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. Without objection, the Journal will stand approved.

SENATOR FROM MONTANA.

The PRESIDENT pro tempore. The Chair lays before the Senate the following telegram from the governor of Montana.

The Secretary read as follows:

[Telegram.]

BUTTE, MONT., *May 18, 1900.*

Hon. WILLIAM P. FRYE,
President of the United States Senate, Washington, D. C.

SIR: This will inform you and the Senate of the United States that on account of collusion and fraud by Hon. W. A. Clark, in resigning and securing an appointment to the Senate by the lieutenant-governor, I have this day disregarded and revoked said appointment by the lieutenant-governor, and have this day appointed Hon. Martin Maginnis, of Montana, United States Senator, to fill the vacancy caused by the resignation of Hon. W. A. Clark. His credentials will be forwarded in due course.

ROBT. B. SMITH,
Governor of Montana.

Mr. CHANDLER. I ask that the communication just read may be referred to the Committee on Privileges and Elections.

The PRESIDENT pro tempore. It will be so ordered. The Chair lays before the Senate a communication from the Secretary of War.

Mr. ALLEN. Mr. President, respecting the telegram from the governor of Montana which has just been referred to the Committee on Privileges and Elections, I should like to ask the Senator from New Hampshire if he does not think that the telegram ought to lie on the table, in view of the fact that the credentials are not yet before the Senate?

Mr. CHANDLER. I have no objection, if the Senator prefers that course.

Mr. ALLEN. I should like to have the order changed so that it may lie on the table.

Mr. CHANDLER. I have no objection.

The PRESIDENT pro tempore. The reference, then, without objection, will be reconsidered, and the communication will lie on the table.

Mr. ALLEN. I should like to ask the Senator from New Hampshire if this telegram is to be construed into a recognition of the existence of a vacancy in the Senatorial representation of Montana?

Mr. CHANDLER. Mr. President, there is only one Senator here from Montana. I think the seat is vacant.

Mr. ALLEN. And therefore the vacancy is existing now?

Mr. CHANDLER. I think the seat is vacant, but how the vacancy was created is another thing.

MAJ. W. H. BIXBY.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of War, transmitting a letter from the Chief of Engineers, submitting certain facts pertaining to disallowances for mileage by the Auditor for the War Department, aggregating $168.56 in the settlement of the accounts of Maj. W. H. Bixby, Corps of Engineers; which, with the accompanying papers, was referred to the Committee on Appropriations, and ordered to be printed.

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO

VESSEL SLOOP FARMER.

The PRESIDENT pro tempore laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting the conclusions of fact and of law filed under the act of January 20, 1885, in the French spoliation claims, set out in the annexed findings by the court relating to the vessel sloop *Farmer*, George Kiler, master; which, with the accompanying papers, was referred to the Committee on Claims, and ordered to be printed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. W. J. BROWNING, its Chief Clerk, announced that the House had passed the following bills:

A bill (S. 1243) for the relief of the owner or owners of the schooner *Bergen;* and

A bill (S. 3473) for the relief of Corinne Strickland.

The message also announced that the House had passed the following bills; in which it requested the concurrence of the Senate:

A bill (H. R. 149) referring to the Court of Claims the claim of William E. Woodbridge for compensation for the use by the United States of his invention relating to projectiles, for which letters patent were ordered to issue to him March 25, 1852;

A bill (H. R. 231) for the relief of John Dailey;

A bill (H. R. 321) for the relief of the legal representatives of Samuel Tewksbury, deceased;

A bill (H. R. 427) for the relief of heirs of Mrs. Tellisse W. Wilson;

A bill (H. R. 628) for the relief of Hamilton M. Sailors;

A bill (H. R. 827) for the relief of the trustees of the Presbyterian Church of Dardanelle, Yell County, Ark.;

A bill (H. R. 1136) for the relief of parties for property taken from them by military forces of the United States;

A bill (H. R. 1860) for the relief of the trustees of Carson-Newman College, at Mossycreek, Tenn.:

A bill (H. R. 1871) for the relief of E. B. Crozier, executrix of the last will of Dr. C. W. Crozier, of Tennessee;

A bill (H. R. 1889) for the relief of the trustees of Holston Seminary, at Newmarket, Tenn.;

A bill (H. R. 1959) for the relief of the heirs of George W. Saulpaw;

A bill (H. R. 2156) for the relief of Oliver M. Blair, administrator of Thomas P. Blair, deceased;

A bill (H. R. 2357) for the relief of A. T. Hensley, survivor of Fulton & Hensley, doing business under the name of Lavaca Wharf Company;

A bill (H. R. 2619) for the relief of Agnes and Maria De Leon;

A bill (H. R. 3020) for the relief of Rev. William T. McElroy;

A bill (H. R. 3204) to refer certain claims for Indian depredations to the Court of Claims;

A bill (H. R. 3599) for the relief of Lewis M. Millard;

A bill (H. R. 3799) for the relief of Stanley Snodgrass, of Jefferson County, Miss.;

A bill (H. R. 4099) for the relief of the Marion Trust Company, administrator of the estate of Samuel Milliken, deceased;

A bill (H. R. 5264) for the relief of the estate of Maj. Guy Howard, deceased;

A bill (H. R. 5355) for the relief of John D. Hale, of Tilford, Meade County, S. Dak.;

A bill (H. R. 5755) for the relief of William Wolfe;

A bill (H. R. 5874) to pay H. P. Dyer for carrying mail;

A bill (H. R. 6230) for the relief of Robert Smalls; and

A bill (H. R. 7483) for the relief of James T. Ellis, of Rankin County, Miss.

PETITIONS AND MEMORIALS.

Mr. McMILLAN presented a petition of the Georgetown Citizens' Association, of the District of Columbia, praying that persons who have resided in the District of Columbia for five years previous to their appointment, and who shall reside therein during their incumbency, shall only be eligible to the offices created by the proposed District code; which was referred to the Committee on the District of Columbia.

Mr. PETTIGREW presented a petition of sundry druggists of Sioux Falls, S. Dak., praying for the repeal of the stamp tax upon proprietary medicines, perfumeries, and cosmetics; which was referred to the Committee on Finance.

He also presented the petition of David McClain, of Sapton, Pa., praying for the public ownership of railways, telegraphs, and telephones, and for the passage of Senate bill No. 1770, relative to the acquisition, purchase, construction, and condemnation by the United States of railroads lying within the United States, the respective States, and the District of Columbia engaged in interstate commerce, etc., and remonstrating against the passage of Senate bill No. 1439, to amend the interstate-commerce law; which was referred to the Committee on Interstate Commerce.

Mr. DAVIS presented a petition of the city council of Minneapolis, Minn., praying for the enactment of legislation to provide for the reclassification of railway postal clerks; which was referred to the Committee on Post-Offices and Post-Roads.

Mr. KEAN presented a petition of the Chamber of Commerce of Jersey City, N. J., praying for the adoption of certain amendments to the interstate-commerce law; which was ordered to lie on the table.

He also presented a petition of 56 citizens of Junction, N. J., praying for the repeal of the stamp tax upon proprietary medicines, perfumeries, and cosmetics; which was referred to the Committee on Finance.

Mr. GEAR presented petitions of the congregations of the Friends Church of New Providence, the Congregational Church of Clay, the Methodist Episcopal Church of Colesburg, and the Zion Methodist Episcopal Church of Colesburg; of the Woman's Christian Temperance Union of Clay and the Woman's Christian Temperance Union of Creston, all in the State of Iowa, praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Army canteens, etc.; which were referred to the Committee on Military Affairs.

Mr. HOAR presented the petition of Rev. Thomas Bower and 316 other citizens of Pennsylvania, praying for the enactment of legislation which will assure the people of the Philippine Islands that it is not the purpose of the United States to force them to be subjects or citizens of the United States; which was referred to the Committee on the Philippines.

Mr. BURROWS presented a petition of the Allegan Central Grange, Patrons of Husbandry, of Allegan, Mich., praying for the enactment of legislation providing for the election of United States Senators by a direct vote of the people; which was referred to the Committee on Privileges and Elections.

He also presented a petition of the Woman's Christian Temperance Union of Gladwin, Mich., praying for the enactment of legislation prohibiting the importation and sale of intoxicating liquors in our outlying possessions, and in Army canteens, etc.; which was referred to the Committee on Military Affairs.

He also presented a petition of the Crockery Board of Trade of New York City, N. Y., praying for the enactment of legislation providing that the maximum limit of pay of examiners at the port of New York shall be $4,000 instead of $2,500, as at present; which was referred to the Committee on Finance.

He also presented a memorial of Canby, Ach & Canby, of Dayton, Ohio, remonstrating against the enactment of legislation prohibiting the use of alum in the manufacture of baking powder; which was referred to the Committee on Manufactures.

Mr. PENROSE presented petitions of the congregations of the United Presbyterian, Methodist Episcopal, and Trinity churches of Bridgewater; of the congregations of the Presbyterian, Methodist Episcopal, Christian, Baptist, United Brethren, United Presbyterian, and First Baptist churches of Williamsport, Claysville, Worthington, Sharon, Sheakleysville, Sugar Grove, Chester, Jackson Center, Centertown, Huntingdon, and Middlesex, and of the Woman's Christian Temperance unions of Bellevue, Quarryville, Christiana, Juniata, Garland, Claysville, Honesdale, Trainer, Waterford, Erie, Osceola, Ulysses, Parkersburg, West Bingham, and Lincoln University, all in the State of Pennsylvania, praying for the enactment of legislation to prohibit the sale of intoxicating liquors in any post exchange, canteen, or transport, or upon any premises used for military purposes by the United States; which were referred to the Committee on Military Affairs.

REPORTS OF COMMITTEES.

Mr. BAKER, from the Committee on Pensions, to whom was referred the bill (H. R. 9175) granting an increase of pension to Stella B. Armstrong, reported it without amendment, and submitted a report thereon.

Mr. McMILLAN, from the Committee on the District of Columbia, to whom was referred the bill (S. 3481) to permit certain burials of the dead in the lands of the Protestant Episcopal Cathedral Foundation of the District of Columbia, and for other purposes, reported it without amendment, and submitted a report thereon.

Mr. SCOTT, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 1423) for the purchase of a site and the erection of a bublic building thereon in the city of Elizabeth, N. J., reported it with amendments, and submitted a report thereon.

Mr. GALLINGER. I am directed by the Committee on Pensions, to whom was referred the bill (H. R. 6995) granting a pension to Catharine Harris, to submit an adverse report thereon, and to move its indefinite postponement. A similar bill has passed both Houses and become a law.

The PRESIDENT pro tempore. The bill will be postponed indefinitely.

Mr. GALLINGER, from the Committee on Pensions, to whom was referred the bill (S. 4742) granting an increase of pension to Jesse F. Gates, reported it with amendments, and submitted a report thereon.

He also, from the same committee, to whom were referred the following bills, reported them severally without amendment, and submitted reports thereon:

A bill (H. R. 8044) granting an increase of pension to James M. Barrett; and

A bill (H. R. 9775) granting an increase of pension to William A. Hempstead.

Mr. GALLINGER (for Mr. McENERY), from the Committee on Commerce, reported an amendment providing for the construction of one or more dredges to be used in improving the outlet of the Mississippi River, intended to be proposed to the sundry civil appropriation bill, and moved that it be referred to the Committee on Appropriations and printed; which was agreed to.

Mr. LINDSAY, from the Committee on Pensions, to whom was referred the bill (H. R. 8592) granting a pension to Elizabeth J. Fields, reported it without amendment, and submitted a report thereon.

He also, from the same committee, to whom was referred the bill (S. 3669) granting an increase of pension to Ariana F. Wills, reported it with amendments, and submitted a report thereon.

Mr. FAIRBANKS, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 2868) to provide for the purchase of a site and the erection of a building thereon at Grand Junction, in the State of Colorado, reported it with amendments, and submitted a report thereon.

Mr. QUARLES, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 4652) to increase the limit of cost for the purchase of site and erection of building thereon at Aberdeen, S. Dak., reported it without amendment, and submitted a report thereon.

MARGARET M. BADGER.

Mr. GALLINGER. I am directed by the Committee on Pensions, to whom was referred the bill (H. R. 4554) granting an increase of pension to Margaret M. Badger, to report it favorably with amendments. A similar bill has already passed the Senate, but the House, in place of taking up the Senate bill, took up the House bill, and I ask that it be now considered.

The Secretary read the bill; and, by unanimous consent, the Senate, as in Committee of the Whole, proceeded to its consideration.

The amendments were, in line 6, to strike out the words "the late;" in line 7 to strike out "a" and insert "late;" in the same line to strike out, after "commodore," the words "of the;" and in line 8, before the word "dollars," to strike out "thirty" and insert "fifty;" so as to make the bill read:

Be it enacted, etc., That the Secretary of the Interior be, and he is hereby, authorized and directed to place on the pension roll, subject to the provisions and limitations of the pension laws, the name of Margaret M. Badger, widow of Oscar C. Badger, late commodore, United States Navy, and pay her a pension at the rate of $50 per month in lieu of that she is now receiving.

The amendments were agreed to.

The bill was reported to the Senate as amended, and the amendments were concurred in.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time, and passed.

Mr. GALLINGER. I move that the House of Representatives be requested to return to the Senate the bill (S. 1006) granting an increase of pension to Margaret M. Badger.

The motion was agreed to.

THE NICARAGUA CANAL.

Mr. MORGAN. Mr. President, I desire, on behalf of the Committee on Interoceanic Canals, to ask the unanimous consent of the Senate that the bill (H. R. 2538) to provide for the construction of a canal connecting the waters of the Atlantic and Pacific oceans, the House bill which has been reported here, may be taken up on next Tuesday at 2 o'clock for consideration.

Mr. LODGE. Mr. President——

The PRESIDENT pro tempore. The Senator from Alabama asks unanimous consent that the House bill known as the Nicaragua Canal bill be taken up for consideration on Tuesday next.

Mr. LODGE. I can not agree to that. That would displace the unfinished business. Notice has been given of speeches on the Philippine bill next week.

Mr. MORGAN. What is the unfinished business that the Senator refers to?

The PRESIDENT pro tempore. Objection is made.

Mr. LODGE. The Philippine bill.

Mr. MORGAN. Will the Senator oblige me by informing me what the unfinished business is that he refers to?

Mr. LODGE. The Philippine bill, the Senate bill, the title of which is printed at the head of the Calendar, Senate bill 2355.

Mr. MORGAN. That has been superseded half a dozen times.

Mr. LODGE. I beg the Senator's pardon; it still stands on the Calendar as the unfinished business. I have taken some care to keep it there.

Mr. MORGAN. It may be so on the Calendar, but it is not so on the record. Objection having been made, I give notice that at 2 o'clock next Tuesday I shall move the Senate to consider the Nicaragua Canal bill at that hour, or as soon thereafter as I can get the floor to make the motion.

Mr. JONES of Arkansas. That is right.

The PRESIDENT pro tempore. Are there further reports from committees?

SENATOR NATHAN B. SCOTT AND JOHN T. M'GRAW.

Mr. McCOMAS, from the Committee on Privileges and Elections, reported the following resolution; which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

Resolved, That there be paid out of the contingent fund of the Senate the sum of $2,850 to NATHAN B. SCOTT, a Senator from the State of West Virginia, in reimbursement of expenses necessarily incurred by him in defense of his title to his seat; and also that there be paid out of the same fund $2,850 to John T. McGraw for expenses incurred by him and other remonstrants contesting the seating of Senator NATHAN B. SCOTT. These payments are appropriated as full and final compensation for all expenses, cash and counsel fees incurred by the parties.

FORTIFICATIONS APPROPRIATION BILL.

Mr. PERKINS submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 9711) making appropriations for fortifications and other works of defense, for the armament thereof, for the procurement of heavy ordnance for trial and service, and for other purposes, having met, after full and free conference have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 1, 3, 5, and 7.

That the House recede from its disagreement to the amendments of the Senate numbered 2 and 8; and agree to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows:

In the last line of said amendment strike out the words "to be immediately available;" and the Senate agreed to the same.

That the House recede from its disagreement to the amendment of the Senate numbered 6, and agree to the same with an amendment, as follows: In lieu of the matter inserted by said amendment, insert the following:

"EMERY CARRIAGE.

"To enable A. H. Emery to complete and erect the 12-inch elevating carriage he is building for the Government, the Secretary of War is hereby authorized and directed to increase the contract price of said carriage and its foundations from $110,000 to $150,000; and to enable the Secretary of War to make this increase in the price of this work and to make payment therefor, the sum of $40,000 is hereby appropriated: *Provided*, That of the $150,000 to be paid for the carriage and its foundations, $10,000 shall be paid toward the construction of the foundations, of which sum one half shall be paid to the said Emery as soon as needed by him to pay bills for materials used and labor performed in its construction and erection, and the other half of this $10,000 shall be paid to him when the foundations are erected ready for the carriage and all bills for the whole cost thereof entirely satisfied. Of the $140,000 balance of this money to be paid for the carriage and its foundations, advances shall be made as heretofore for material and finishing the same as provided in the contract, until such advances shall reach, for materials and finishing and erecting the same, not exceeding 90 per cent of this sum. Of the balance of the said $150,000, fourteen thousand shall be advanced to the said Emery, after the passage of this act, as fast as it is needed to pay bills made and to be made in connection with the work of this contract.

"The $10,000 authorized to be paid A. H. Emery on the supplemental contract provided for in the fortification appropriation act approved June 6, 1896, shall be due and paid as soon as the carriage and loading apparatus provided for in said supplemental contract are completed according to contract and ready for erection.

"After the carriage herein provided for is completed and tested and all moneys due the said A. H. Emery thereon have been paid, the Government shall have the right to build any and all such other disappearing carriages as it may choose under any or all United States patents obtained at any time by the said Emery on his inventions embodied in this carriage. The royalty to be due and paid him or his legal representatives on all carriages built by or for the Government or carriages which they build, excepting the type carriage now under construction, embodying any of the said specified inventions shall not exceed 6 per cent of the cost of the erected carriage in which such inventions are used, payment of the royalty on any such carriage to be due when such carriage is completed."

And the Senate agree to the same.

GEORGE C. PERKINS,
R. F. PETTIGREW,
Managers on the part of the Senate.

J. A. HEMENWAY,
SAMUEL J. PUGH,
THOMAS C. McRAE,
Managers on the part of the House.

The report was agreed to.

BILLS INTRODUCED.

Mr. WOLCOTT introduced a bill (S. 4765) granting an increase of pension to Inez E. Perrine; which was read twice by its title, and referred to the Committee on Pensions.

Mr. CULBERSON introduced a bill (S. 4766) for the relief of Frank H. Church, administrator of the estate of Cornelius Clay Cox; which was read twice by its title, and referred to the Committee on Claims.

Mr. BERRY introduced a bill (S. 4767) for the relief of the trustees of the Presbyterian Church of Dardanelle, Yell County, Ark.; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Claims.

Mr. BATE introduced a bill (S. 4768) for the relief of Cumberland Lodge, Nashville, Tenn.; which was read twice by its title, and referred to the Committee on Claims.

Mr. MORGAN introduced a bill (S. 4769) for the relief of John Thomas Wightman; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Claims.

Mr. McMILLAN introduced a bill (S. 4770) to authorize the

establishment of an aquaricultural experiment station on the Great Lakes within the borders of the State of Michigan; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Fisheries.

Mr. GALLINGER introduced a bill (S. 4771) granting an increase of pension to Gilbert F. Colby; which was read twice by its title, and referred to the Committee on Pensions.

Mr. McCOMAS introduced the following bills; which were severally read twice by their titles, and referred to the Committee on Pensions:

A bill (S. 4772) granting a pension to John W. Eichelberger;

A bill (S. 4773) granting a pension to Elizabeth Hagerman;

A bill (S. 4774) granting an increase of pension to Julia A. Gilpin; and

A bill (S. 4775) granting a pension to John Murphy.

Mr. FRYE introduced a bill (S. 4776) for the relief of Alvin M. Ryerson; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Claims.

Mr. CHANDLER introduced a bill (S. 4777) establishing a force of naval architects and designers as a part of the regular establishment of the Bureau of Construction and Repair in the Navy Department; which was read twice by its title, and referred to the Committee on Naval Affairs.

He also introduced a bill (S. 4778) to amend the naval personnel bill, approved March 3, 1899, as to certain officers in the Navy; which was read twice by its title, and referred to the Committee on Naval Affairs.

Mr. PENROSE introduced a bill (S. 4779) granting a pension to Truman Angell; which was read twice by its title, and referred to the Committee on Pensions.

Mr. FAIRBANKS introduced a bill (S. 4780) providing for the designation of ports of entry for aliens along the boundary line between the United States and foreign contiguous territory; which was read twice by its title, and referred to the Committee on Immigration.

Mr. HANNA introduced a joint resolution (S. R. 125) authorizing the Secretary of War to apply the unexpended balance of appropriation heretofore made for the Port Clinton Harbor to the deepening and widening of the channel of said harbor; which was read twice by its title, and referred to the Committee on Commerce.

AMENDMENTS TO APPROPRIATION BILLS.

Mr. STEWART submitted an amendment intended to be proposed by him to the bill (H. R. 11646) making provision for emergencies in river and harbor works, for certain surveys, and for the diversion of certain appropriations or modification of provisions heretofore made; which was referred to the Committee on Commerce, and ordered to be printed.

Mr. TELLER submitted an amendment proposing to appropriate $200,000 to enable the President of the United States to refund any money embezzled or misappropriated by the civil or military appointees of the United States in the island of Cuba, intended to be proposed by him to the sundry civil appropriation bill; which was referred to the Committee on Appropriations, and ordered to be printed.

Mr. BUTLER submitted an amendment intended to be proposed by him to the bill (H. R. 11646) making provision for emergencies in river and harbor works, for certain surveys, and for the diversion of certain appropriations or modification of provisions heretofore made; which was referred to the Committee on Commerce, and ordered to be printed.

INDIAN DEPREDATION CLAIMS.

Mr. STEWART submitted an amendment intended to be proposed by him to the bill (S. 1005) to amend an act entitled "An act to provide for the adjudication and payment of claims arising from Indian depredations," approved March 3, 1891; which was ordered to lie on the table and be printed.

MILITARY STATISTICS RELATIVE TO THE PHILIPPINES.

Mr. KENNEY. I offer a resolution for which I ask present consideration.

The resolution was read, as follows:

Whereas it has been officially stated, on the strength of reports received from the general commanding in the Philippines, that the insurrection in those islands has been successfully suppressed; and

Whereas it is understood that the War Department is making preparations to return to the United States the troops now stationed in the Philippines, with a view of complying with the provisions of the act of March 2, 1899, providing for a temporary increase of the military forces and for the reduction of the Army to its former strength on or before July 1, 1901: Be it

Resolved, That the Secretary of War be directed to furnish to the Senate a statement showing:

1. The territory over which the military operations in the Philippines extended from September 1, 1899, to April 1, 1900.
2. The places in which garrisons were established during the period from September 1, 1899, to April 1, 1900.
3. The places occupied as garrisons by American troops on April 1, 1900.
4. The number of officers and enlisted men in active service in the Philippines on April 1, 1900.
5. The number of deaths in the army in the Philippines from all causes during the period from September 1, 1899, to April 1, 1900.
6. The number of wounded or sick soldiers in hospitals and soldiers disabled or incapacitated for service in the Philippines on April 1, 1900.
7. The number of enlisted men discharged the service in the Philippines for any cause since September 1, 1899.
8. The number of additional enlisted men sent to the Philippines since July 1, 1899, to recruit regiments stationed in the archipelago.
9. The number of American soldiers who have become insane since the occupation of the islands and what disposition has been made for their treatment.
10. The number of American soldiers belonging to the army in the Philippines who have committed suicide since the occupation of the islands.

Mr. LODGE. Mr. President, is that a Senate resolution?

The PRESIDENT pro tempore. It is a Senate resolution. Present consideration is asked.

Mr. LODGE. It is a very long resolution. I should like to examine it. I ask that it may go over until to-morrow.

The PRESIDENT pro tempore. Objection is made, and the resolution goes over.

Mr. ALLEN. I submit a resolution for which I ask present consideration.

Mr. WOLCOTT. The resolution just read, which I understand was submitted by the Senator from Nebraska [Mr. ALLEN], seems to be very far-reaching. I should like to see it in print. I do not suppose it can be taken up this morning.

The PRESIDENT pro tempore. That resolution has gone over. The Senator from Nebraska now submits a resolution.

Mr. COCKRELL. I suggest that the resolution submitted by the Senator from Delaware be printed for the use of the Senate.

The PRESIDENT pro tempore. It will be printed.

PRIVILEGES OF THE FLOOR.

Mr. ALLEN. I ask for the present consideration of the resolution which I send to the desk.

The resolution was read, as follows:

Resolved, That Abraham Fischer, C. H. Wessels, and A. D. W. Wolmrans, commissioners of the Orange Free State and the South African Republic, accredited to the United States, are hereby accorded the privileges of the floor of the Senate during their stay in this country.

Mr. HAWLEY. I object.

The PRESIDENT pro tempore. Objection——

Mr. ALLEN. I wish to submit an observation before——

Mr. HAWLEY. I object.

The PRESIDENT pro tempore. Objection is made. The resolution goes over.

THE NICARAGUA CANAL.

Mr. MORGAN submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That there be printed for the use of the Senate 500 additional copies of Senate Report No. 1337, Fifty-sixth Congress, first session, being the report upon H. R. bill No. 2538, "to provide for the construction of a canal connecting the waters of the Atlantic and Pacific oceans;" said copies to be delivered to the Senate document room.

NORTH AMERICAN TRUST COMPANY OF HABANA.

Mr. JONES of Arkansas. I submit a resolution and ask for its immediate consideration.

The resolution was read, as follows:

Whereas the New York Journal, in its issue of May 14, 1900, declared under an Habana date line that the North American Trust Company of Habana has a practical monopoly of the banking business of the island of Cuba, and is the fiscal agent of the United States Government in that island, pays all Government drafts and warrants and exacts a commission of 1 per cent for every Government draft or warrant cashed; and

Whereas it is further declared in the Journal: "In these and still more extensive operations a comparatively small coterie of politicians and public officials are making fortunes out of the Government's financial department in Cuba:"

Resolved, That the Secretary of War be directed to report to the Senate, as early as practicable, all information in his possession relative to the organization and composition of the North American Trust Company; to report the nature of the Government's financial business transacted by said trust company; whether or not the Cuban revenues, as well as any or all of the money of the United States Government, including that used in the payment of the United States troops, are handled by the said trust company; how and by whom the said trust company was designated as the fiscal agent of the United States Government; what security, if any, said trust company has furnished the United States Government, and whether or not any commission is charged by the said trust company for the cashing of Government drafts or warrants; the purpose being to ascertain everything concerning the North American Trust Company and its financial operations in connection with the United States Government.

The PRESIDENT pro tempore. Is there objection to the present consideration of the resolution?

Mr. PLATT of Connecticut. Let it go over, Mr. President.

The PRESIDENT pro tempore. Objection being made, it goes over under the rule.

Mr. COCKRELL. Let it be printed.

Mr. JONES of Arkansas. I should like to have the resolution printed.

The PRESIDENT pro tempore. All resolutions are printed under the rule.

Mr. COCKRELL. Very well, then.

RESURVEY OF LAND IN FRONTIER COUNTY, NEBR.

Mr. ALLEN submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the House of Representatives is hereby requested to return to the Senate the bill (H. R. 2955) providing for the resurvey of township

No. 8, of range No. 30 west of the sixth principal meridian, in Frontier County. State of Nebraska.

The PRESIDENT pro tempore. Does the Senator from Nebraska enter a motion to reconsider?

Mr. ALLEN. Yes, sir.

The PRESIDENT pro tempore. The Senator from Nebraska enters a motion to reconsider the votes by which the bill was ordered to a third reading and passed.

PRESIDENTIAL APPROVAL.

A message from the President of the United States, by Mr. O. L. PRUDEN, one of his secretaries, announced that the President had on the 18th instant approved and signed the act (S. 2657) to reimburse sundry collectors of internal revenue for internal-revenue stamps paid for and charged in their accounts and not received by them.

POST-OFFICE APPROPRIATION BILL.

The PRESIDENT pro tempore. The morning business is closed, and the Calendar under Rule VIII is in order.

Mr. WOLCOTT. I ask that the Senate proceed to the consideration of the Post-Office appropriation bill.

Mr. ALLISON. I had intended to ask the attention of the Senate to another bill this morning, but if the Senator from Colorado desires to occupy the time between now and 2 o'clock I shall not interfere with him.

Mr. WOLCOTT. I wish to extend every possible facility to the Senator from Iowa or any other Senator, but I would like very much, if there is a possibility of our disposing of the pending amendments, to dispose of them this morning.

Mr. ALLISON. Very well; I will not press my request.

Mr. WOLCOTT. I will yield if the Senator desires to insist upon it, and if it leads to no discussion; but naturally, of course, I would like to go on with the appropriation bill.

Mr. ALLISON. I feel bound to say that limited debate will probably be had upon the bill I proposed to call to the attention of the Senate, so that I will not press it now.

Mr. WOLCOTT. I hope the Senator will let us proceed with the appropriation bill.

Mr. ALLISON. Very well.

Mr. WOLCOTT. I move that the Senate proceed to the consideration of the bill (H. R. 10301) making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901.

The motion was agreed to; and the Senate, as in Committee of the Whole, resumed the consideration of the bill.

The PRESIDENT pro tempore. The pending question is on the amendment of the Senator from Illinois [Mr. MASON] to the amendment of the committee, which will be read.

The SECRETARY. After the word "dollars," in line 12, page 17, insert:

Provided, however, That in any contract the Postmaster-General may make for the extension of the pneumatic-tube system the annual rental for said service shall in no case exceed 10 per cent on the actual cost of construction and maintenance, plus the actual cost of operation.

Mr. HOAR. I think the Chair held that my amendment is pending. It is to perfect the committee's amendment.

The PRESIDENT pro tempore. The Chair held that the amendment offered by the Senator from Illinois was to perfect the amendment in the bill which the Senator's amendment proposes to strike out.

Mr. HOAR. No; if the Chair will pardon me, the Senator from Illinois proposes to strike out the committee amendment and insert something else.

The PRESIDENT pro tempore. The Chair does not so understand it.

Mr. HOAR. I propose to perfect the committee amendment. The Chair is entirely right in his law, but I occupy the place which the Chair supposed was occupied by the Senator from Illinois, as I understand it. My motion is to amend the committee's amendment by adding to it a certain proviso. That is my amendment. Now, the Senator from Illinois, as I understand it, moves to strike out that amendment and insert other matter.

Mr. MASON. No; I think I can explain it to the Senator, if he will allow me. The proposition I made was to amend the committee amendment by adding a proviso of 10 per cent.

Mr. HOAR. Will the Chair be good enough to have the committee amendment and the amendment of the Senator from Illinois read?

The PRESIDENT pro tempore. The committee amendment will be read.

The SECRETARY. On page 17, after line 9, the Committee on Post-Offices and Post-Roads report to insert:

For transportation of mail by pneumatic tube, or other similar devices, by purchase or otherwise, $725,000.

The PRESIDENT pro tempore. The Senator from Massachusetts moves as a substitute what will be read.

Mr. HOAR. No; I have made no such motion.

The PRESIDENT pro tempore. The Chair has it in his hand, and the Senator stated that it was a substitute.

Mr. HOAR. The Chair is right; he is absolutely right. I was thinking of an amendment I moved to another bill.

Mr. MASON. I can not hear the Senator from Massachusetts.

Mr. HOAR. The Chair is absolutely right. I moved an amendment within a day or two to another bill, simply adding a proviso, and I was thinking for the moment that this had taken that form.

The PRESIDENT pro tempore. The question is on the amendment offered by the Senator from Illinois to the amendment of the committee. The amendment to the amendment will be again read.

The SECRETARY. After the word "dollars," in line 12, on page 17, insert the following proviso:

Provided, however, That in any contract the Postmaster-General may make for the extension of the pneumatic-tube system the annual rental for said service shall in no case exceed 10 per cent on the actual cost of construction and maintenance, plus the actual cost of operation.

Mr. BUTLER. Mr. President, who knows what "actual cost" is? I hold in my hand the hearing before the Committee on Post-Offices and Post-Roads. I asked the officers of this pneumatic-tube company what the cost of construction was. Mr. Milholland, the president, runs the estimate all the way from $56,000 a mile to $150,000 a mile, according to the size of the tube. The only information we have is his statement. The Department has none to give us. We had no other information.

Now, this amendment provides for 10 per cent, say, of $100,000, if that shall be the average size tube, plus operating expenses and maintenance. What is the cost of maintenance? The committee tried intelligently to get that information.

Mr. MASON. Will the Senator yield for a moment?

Mr. BUTLER. Certainly.

Mr. MASON. I suppose maintenance might be considered as a part of the operating expenses. I should like, with the Senator's leave, to ask unanimous consent to strike that word out. It will then be simply the actual cost, and that leaves to the Government the right of operating it themselves or to select officers and employees who do operate it.

Mr. President, will the Senator yield to me one moment, that I may make another statement while I am on the floor? I expect to have the floor later on to explain the mistakes, or some of them, that have been made by the chairman of the committee. I do not think I will have, perhaps, time enough to take up all or to explain all of them, he is so prolific in the manufacture of mistakes; but at the present time I will take the floor, with the consent of the Senator from North Carolina, to say that we are extremely anxious to have this service in Chicago. If the amendment of the Senator from Massachusetts would cover a fair percentage, I would accept the amendment.

Everyone who has spoken said that he was willing to have this service if it could be put at a reasonable price. The offer of the Senator from Massachusetts is $12,000 a year per mile. I will suggest that if he will make it $15,000 a year—and it ought to be at least half as much as it is in New York—I will accept that amendment. So far as the interests of the city of Chicago are concerned, we can not get people of capital to build unless there is some promise of a fair return for the investment. I am willing to accept the amendment with that modification. I make that statement now, before I go into the discussion, so that we could amend it in that way and end all further discussion upon this subject. I am willing to accept the amendment provided the Senator from Massachusetts will make it $14,000. It ought to be $15,000 to give anything like a fair interest on the investment.

Chicago stands in this situation: Here is the Congress of the United States anxious and willing to give us this service. In the meantime the men who own the tubes and who own the patents are upon the other side, and we are between these two conflicting interests. I believe that if the amendment was made at $15,000 instead of $12,000 we could secure some one to lay the pipes in Chicago. I want, later on, to show what is the statement of the postmaster of Chicago. But I will not take any more of the Senator's time.

The PRESIDENT pro tempore. The Chair understands that the Senator from Illinois has withdrawn his amendment to the amendment.

Mr. MASON. Temporarily; yes. I ask leave to temporarily withdraw the amendment to the amendment.

The PRESIDENT pro tempore. The Senator from Illinois withdraws his proposed amendment to the amendment of the committee.

Mr. BUTLER. Then, what is the pending question?

The PRESIDENT pro tempore. The question before the Senate is the amendment offered by the Senator from Massachusetts to the amendment of the committee.

Mr. MASON. I reserve the right to present my amendment again.

Mr. HOAR. I suggest, as this sum of $12,000 has been actually sufficient in some places, at any rate, that the Senate be allowed

to vote upon that proposition as it stands. If it be accepted without further discussion (I do not know that the committee will accept it), then it will operate, in the first place, to execute existing contracts, which nobody questions; next, to give the discretion to the Postmaster-General, who will not make any further contracts unless he deems it for the good of the Government; but, third, if he deems it for the good of the Government, to go on to the extent of $750,000 at the cheapest rate at which such construction has been made heretofore.

It seems to me that a refusal to do that is substantially a vote either that we will never have any pneumatic-tube system in the future or a vote of a want of confidence in the Postmaster-General, one or the other.

Now, if it should turn out, when the matter gets into conference, or before that time, that an increase from twelve thousand to fourteen thousand dollars is absolutely necessary to make this practicable, and the parties having charge of the bill can be assured of it, then they will suggest that matter to the Senate hereafter. But I think it would hardly be worth while to have a long debate here now over that simple difference.

Mr. BUTLER. Mr. President, I understand that the Senator from Illinois has temporarily withdrawn his amendment, which I suppose he intends to offer again if he sees fit.

Mr. MASON. I will explain to the Senator that I do not want to do anything or to make any move here that is not fair. If the Senate adopts the amendment of the Senator from Massachusetts, of course there would be no sense in offering my amendment. I do not care to have this debate prolonged; and if the Senate will take that amendment and adopt it, the Department will do the best they can with it. I am free to say that upon the estimates, as I understand it, I have tried to get what was just for the benefit of my city, and I have these two contending influences to work against. Senators object to taking it at the low price of $14,000. I will say to them, and particularly to the Senator from Massachusetts, that the tube was used in Philadelphia for a year, and the Government paid nothing for it. Then, I think, for two years, or possibly longer, it paid two or three thousand dollars a year, but finally gave the company the contract. But I will withdraw my amendment for the present. I will state to the Senator that I do not intend to ask for a vote on the amendment if the amendment of the Senator from Massachusetts is adopted. If that can be adopted without debate, so that we can finish the bill, I shall be satisfied. I will have done the best I could, and I will take my chances in again getting what I regard as a fair rate.

Mr. BUTLER. The very fact that the Senator from Illinois has offered such an amendment shows how crude these amendments are, how little he understands what is behind them, and how little he thinks the Senate understands them if he has any idea that the Senate will adopt such an amendment. The Senator, however, knows more than the Senate does about this matter, and therefore he never should have offered such an amendment. He was present in the committee at the hearing when I tried to get from these companies, who know the facts, the very information that it is necessary for us to have to vote intelligently on this amendment; he was present when the question was asked not only what was the cost per mile to lay down the pipes, but I pursued the subject further and asked the amount of operating expenses per mile, and I pursued it still further and asked what was the cost of maintenance.

I have here the report of the committee hearings. Have we got the information asked for? No. The companies who want to get this appropriation of $750,000 are in the possession of the facts and information, and refuse to give them to us.

Mr. MASON. I am sure the Senator does not want to be unfair. He asked for information to be sent to the committee, and Mr. Milholland stated that he would send for the engineers and have estimates made of the cost per mile for laying the tubes and the cost per mile for operation; and on the 14th of May, I think the very next day, he furnished to the chairman of the committee a letter from Mr. Stewart, the engineer, who said—the Senator will remember it—that it was a very difficult matter to figure and very difficult to understand. He said at some places it could be done more cheaply than at others. You can get at some places franchises for the right to lay the pipes easier than you can in others; and it makes a difference whether you lay through a stone quarry or through soft soil; and there is also a difference in operating. You can operate 4 miles, of course, more cheaply in proportion than you can operate 1 mile; and when you load a carrier and put it into a tube it costs as much to go 4 miles as it does to go 1 mile.

The Senator ought not to lecture me until he ascertains whether the information has been furnished to the committee. He is one member of the committee; and I will pass him now a letter which gives the estimates, and which can go into the RECORD.

Mr. BUTLER. Let it be read from the desk.

Mr. MASON. It gives the length in miles of the lines, the annual cost of operation, and the annual cost of operation per mile. The Senator is lecturing me in a way that I never heard him indulge in before. He has always been kind and patient. But I call his attention to the estimates made by this expert, which show that for half a mile the annual cost of operation might be $14,675, and the annual cost of operation per mile $29,135. I call the Senator's attention to the fact that the more miles in a tube the less it costs relatively to operate it; in other words, you can operate 2 miles for less than twice what it would cost to operate 1 mile.

Here is an estimate made in reply to the very question the Senator asked. I do not blame him for not knowing of this, because we have all been in a hurry, and no one of us could know about it until it was called to our attention; but I do not want the Senator to impugn my motives. I know the estimated cost from this letter.

Mr. BUTLER. Let the letter be read.

The PRESIDENT pro tempore. The Secretary will read as requested.

The Secretary read as follows:

BATCHELLER PNEUMATIC TUBE COMPANY,
WITHERSPOON BUILDING,
Philadelphia, May 14, 1900.

Mr. JOHN E. MILHOLLAND,
Batcheller Pneumatic Tube Company, Philadelphia, Pa.

DEAR SIR: Pursuant to your request for information relative to the cost of operation of lines of pneumatic tubes, I would respectfully reply that it is governed to a considerable extent by the number of stations to the mile, the volume of mail handled, and the hours of daily operation. For a given set of conditions the cost of operation per mile decreases rapidly as the system becomes more extensive. I submit herewith a table computed for 8-inch lines of various lengths under a single chosen set of conditions that I consider representative:

Length of line.	Annual cost of operation.	Annual cost of operation per mile.
Miles.		
½	$14,675	$29,135
1	16,858	16,858
5	44,343	8,868
10	77,064	7,706
15	115,122	7,674
25	179,837	7,193
50	334,292	6,684

Very respectfully,

K. E. STUART,
Assistant Chief Engineer.

Mr. BUTLER. Mr. President, I have before me the committee hearing. We had present the officers and managers of the company. They have 8 miles of tubing now in operation. I asked them to give us the present cost of operating those 8 miles in either Boston, New York, or Philadelphia—one or all of them. They certainly should know from experience what was the cost, and we wanted the information. Then we wanted to cross-examine them. They said they could not give the figures exactly. Then we asked for them approximately, and they declined to give them. They said they would file the information later, and let it go into the report containing the hearings; but it is not in the hearings. I did not before know that that letter had ever been sent. It does not, however, give the cost of maintenance.

The cost of maintenance was wanted; the cost of operation, and the cost of construction; but even with their own statement about the cost of operation, what would it be? For a mile service, if you adopt the amendment of the Senator from Massachusetts [Mr. HOAR], you would have $12,000 rental, and operating expenses, $16,858, making $28,858 per mile. That is more than we are paying now.

What are we paying now? Two hundred and twenty-five thousand dollars a year for 8 miles. How much is that? Twenty-eight thousand one hundred and twenty-five dollars a mile. We are paying that rental now, which everybody admits is too much; we are paying that rental, which is more than I believe it costs per mile to lay these pipes, and we have got no information except their statements. They say it is an average of about $100,000 a mile for laying these pipes.

Will any sane man tell me that it will cost more to lay a 6-inch pipe 1 mile than it would cost per mile to build a railroad across the Allegheny Mountains, where you have to trestle and blast in every mile at tremendous expense? It is absurd, when you stop to think of it, that it can possibly cost as much per mile to lay this pipe as it would cost to build a railroad across our hilly, rough, and mountainous country. I do not believe it; and I do not see how any sane man can believe it would cost $100,000 a mile. It can not cost, in my judgment, what we are now paying for rental.

Mr. President, we have no information before us on which we can vote intelligently on this question. Those who have it and who could give it have not done so sufficiently. The Post-Office Department, I take it, have not got it. If they have, they have not furnished it to us.

This whole matter has been conducted in an unbusinesslike

manner. There has been indefiniteness and uncertainty and secretiveness and double-dealing processes about the whole matter that would cause business men not to touch it until they knew more about the facts.

This company then comes in and attempts to hoodoo the Senate and the country by making the proposition that they would put down these tubes in 27 cities in the country for two million and a half dollars. They have run all around the country trying to get every one of our cities they could to accept that as a fair proposition. Mr. President, they ask for 80 miles of pneumatic tubing in Chicago alone.

Mr. MASON. I am sure the Senator will be glad to be corrected. I know he wants to be fair. The largest estimate ever made was for a mail service of 20 miles. The estimate made by the postmaster of Chicago, as I will show, is very much less than 20 miles. I have forgotten the exact figures. I do not like to interrupt the Senator, but I think he wants to be fair.

Mr. BUTLER. My authority was the Senator from Illinois, for I asked him the question in committee, as I remember, and that was his answer. I asked him how many miles they expected to get in Chicago, and I understood him to say 80 miles. I am glad to have his correction, that it is 20 miles. Now, let us see what 20 miles in Chicago would cost at the present rate we are paying for the service. It would cost us over one-fourth of the entire amount they say they can furnish the whole of the country with tubing. That shows the absurdity of the proposition. When we asked them to name how many miles of tubing they would put in in each of the 27 cities, they refused to give it. I asked for an approximate estimate of how many miles they would put in, and they refused to give that. If we are to deal with business men and they are to deal with us, we must be frank with each other. We must have the facts and know what we are doing. This is not a business proposition. It is not a matter that Senators or business men can deal with and still claim the reputation of being prudent, safe business men.

Mr. President, there is but one common-sense way in dealing with this pneumatic-tube service, and that is for the Post-Office Department to build the tubes wherever they are needed and wherever the Department can show Congress that money ought to be appropriated to build them. I believe when that is done you will find that they can be built at less than the rental we are paying. If they are necessary, let us build them, but let us not pay two or three prices for putting in this service.

I believe myself there is some merit in the tube service. I believe there are places where it can be used to advantage, and where it is now being used to advantage, but that is no reason why we should pay two or three prices for it; it is no reason why we should deal with men who will not tell us the facts; it is no reason why we should turn it over to private hands, when the Government should and can and ought to do it, and can do it more cheaply than these companies propose to do it. If they did it at a fair rate, they would still have to have a profit from it.

As was stated by the distinguished chairman of the committee, if there ever was a service that should be a Government service, which should be linked with the Post-Office Department and under Government control, it is this. We have gone far enough in this blind wasting of money over a proposition about which we know little as to its cost and as to which nobody will tell us. There is but one safe manner to proceed, in my judgment, and that is to strike out this amendment and not go further until we know what we are doing.

SENATOR FROM MONTANA.

The PRESIDENT pro tempore. The Chair lays before the Senate a resolution the consideration of which was fixed for this hour. The resolution will be read.

The Secretary read the resolution reported by Mr. CHANDLER from the Committee on Privileges and Elections, April 23, 1900, as follows:

Resolved, That William A. Clark was not duly and legally elected to a seat in the Senate of the United States by the legislature of the State of Montana.

Mr. CHANDLER. I ask that the resolution may go over until Monday next at 1 o'clock.

The PRESIDENT pro tempore. The Senator from New Hampshire asks unanimous consent that the resolution may lie over until Monday next at 1 o'clock. Is there objection? The Chair hears none, and it is so ordered.

POST-OFFICE APPROPRIATION BILL.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (H. R. 10301) making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1901.

Mr. CAFFERY. Mr. President, I will support the amendment to this bill offered by the Senator from Massachusetts [Mr. HOAR]. I think that amendment is very conservative and ought to be supported by the Senate. The amendment provides for the execution of existing contracts for the transportation of mail by pneumatic tube and such extension of the service as may be judged expedient by the Postmaster-General, the cost not to exceed in any event $12,000 per mile.

I understand that to include all the cost of piping, maintenance, and all other expenses incident to the transmission of mail through pneumatic tubes. I believe I am correct in that statement. There is no rental to be paid, as suggested by the Senator from North Carolina [Mr. BUTLER]; but this $12,000 covers the whole expense of transmitting the mail through the pneumatic tubes.

Mr. President, while we are very considerably in the dark about this matter, and know nothing of the cost of tubing, nothing of the cost of maintenance, nothing special, nothing specific, I am willing to risk this amount of money upon an improvement of the service, which has been proven by the extensive use of it throughout Europe and in some of the cities of the United States. The business people of New York, the people of Philadelphia, and the people of Boston seem to appreciate the usefulness of this pneumatic-tube service; and I can see no reason why we should not take their evidence in this particular. It certainly expedites the transmission of first-class mail matter; there is no doubt about that; and anything that expedites the transmission of the mails is no doubt a great benefit to business communities.

It occurs to me that it is a little singular that this company should charge for this service $37,500 per mile in New York and $12,000 per mile in Philadelphia and in the city of Boston. That is a suspicious circumstance to begin with. They have not explained why it costs more in New York to lay this pneumatic tube and to maintain the operation of it than it costs in Philadelphia and in Boston.

Mr. MASON. Will the Senator yield to me a moment?

Mr. CAFFERY. Certainly.

Mr. MASON. The statement which I made, and which I am warranted in making upon the evidence, was that the greater cost in New York was for the original construction of the plant. They have since then cheapened the process. For instance, one of the most important things is the boring out and preparing of the tubes for service. Those tubes have to be very smooth and polished. That was done by hand in the first instance. The other extra expense, as I am informed, arose from the fact that in a part of the city of New York the company had to pay property owners for the privilege of laying the pipes, the city charter not giving to the city of New York the power to grant that privilege.

In some cases the company had to pay as high as $3,000 for the privilege of going along in front of certain property; and that consideration entered into the original element of cost. I am not dealing with the past now, except to explain this. I believe the Postmaster-General did the best he could to encourage the starting of this service, which, as everyone testifies, is so useful. In the city of Chicago, where we hope a contract will be made, we will have the benefit of the cheapened processes. For instance, the polishing and the boring is now all done by machinery, and it is done by patented machinery, two companies, I believe, claiming title to the patents. There are, I think, forty or fifty patents for the different appliances, the manner of compressing the air, and the switches.

I will say to the Senator that I feel inclined to waive any judgment I have in the matter and to accept the amendment of the Senator from Massachusetts after the statement made by the Senator from Louisiana [Mr. CAFFERY], for I want to get this service in the city of cities.

Mr. CAFFERY. Then these hard conditions for laying the pipes and the absence of machinery did not exist in the cases of Philadelphia and Boston, apparently?

Mr. MASON. I will state to the Senator that as to Philadelphia they put in the service there, at first, for nothing, as the people there were exceedingly anxious to have the Government try it. Then the Government wanted it rented to them for two or three years, I believe, at a nominal figure, at something like $3,000 a year.

I have a copy of the contract entered into, which I intend to put into the RECORD if we go any further into the discussion of the matter, showing the rigidity with which the company were held to the restrictions of their contract by the Postmaster-General.

Mr. CAFFERY. How about Boston?

Mr. MASON. There was the same kind of a contract there that there was in Philadelphia, as I now remember. Boston came later. Whether they had the cheaper appliances or got the advantage in Boston of not having to pay the property owners for condemnation of the right of way, I do not know, but I understand it to be the case in Boston that they had no expense in getting the right of way through the streets. The franchise was given to them by the city councils, they having full jurisdiction over the streets of Boston.

Mr. CAFFERY. There is no doubt that these companies who are offering to perform this service, having patents for this device, hold a monopoly. We can take that to be true. If they can

operate in Boston or Philadelphia for $12,000 per mile, why not take them at their own word and limit them to that amount for any further extension of this service?

Mr. WOLCOTT. I can give the Senator from Louisiana the information he desires. The Boston contract was entered into in July, 1897; the Brooklyn contract in May, 1898, and the New York contract in March, 1898. The Boston contract was entered into first.

Mr. CAFFERY. I will state that the explanation of the Senator from Illinois [Mr. MASON], in view of these other contracts, all of them being nearly contemporaneous, the Boston contract being prior to that of New York, would seem to indicate that $12,000 a mile is a very fair remuneration for them; and I think they are estopped from asking more unless they prove some specific fact. They give nothing but general information. Everybody knows that it costs more to lay a pipe in rocky ground than it does in soft clay ground. But let us have the facts bearing upon the whole question, if they want the Senate to yield to them in their pretensions in this matter.

I think that the experience of Europe and the experience of the cities in the United States who say they are benefited by this service warrants us in making this tentative experiment, as it were. If the companies do not choose to take $12,000 per mile for laying this pipe and for maintaining it, or for laying these tubes and maintaining them, the United States can very well afford to get along without the service.

My people in New Orleans are very anxious to have this service. I know that when improvements of this kind are adopted in one city, other cities, by the force of imitation, as it were, want to enjoy the same privileges; and they think them very beneficial, when perhaps sometimes they know but little about the improvement.

At all events, I think the amendment of the Senator from Massachusetts is conservative, that it will not commit the Government to any large expense, and I am willing to vote for it, and shall do so.

Mr. WOLCOTT. Mr. President, in respect to this amendment and in respect to the amendment of the committee, I speak only for myself. The amendment appropriating $725,000 is the committee amendment. The amendment offered by the Senator from Massachusetts is, in my opinion, a very vast improvement on the amendment as reported by the committee. It does, however, appropriate $500,000 as new money in the dark, with no specific notice as to where or how it is to be expended.

In the testimony given before the committee the representatives of the pneumatic-tube company stated that in Chicago and in other cities they intended to do a commercial business as well as the postal business. How far that could affect the rental to be paid I do not know. As for myself, I am unalterably opposed to the Senate voting $500,000 of new money for pneumatic-tube service in the inchoate and beclouded condition in which the Senate and the Post-Office Department are now placed as to the construction of pneumatic tubes and the proprietorship and ownership and domination of the company which now owns stock in all the companies operating and which apparently has some understanding with the Department, or with the Senator from Illinois, or with somebody that this new money is to go to Chicago. If we knew as to that, it would make a difference.

There are applications for extension of the service in New York alone at a rental of $173,000, and in Philadelphia alone at a cost of three hundred and odd thousand dollars. Therefore, Mr. President, for myself, I am opposed to the substitute, although it is much better, in my opinion, than the committee amendment as it stands; but I am opposed to both the substitute and the committee amendment. Personally I should be glad to vote for an extension of the service.

We are not liable on any contract. The Postmaster-General stated to the Appropriations Committee a year or two years ago that the contracts for the pneumatic-tube service were subject always to annual appropriations by Congress. I have no doubt that the vote of this Senate would result, if this amendment were stricken out, in the reformation of these contracts and in equalizing also the rental to be paid and the saving of many thousand dollars a year on the present existing pneumatic service.

Mr. President, personally I should vote, because of the construction of the lines already existing, for a substitution of $223,000 to cover existing contracts and the existing service; but until we have voted upon the substitute and voted down the amendment I do not feel inclined to vote for any proposition which give to these companies $500,000 additional money.

Mr. HOAR. Mr. President, I do not wish to prolong this debate at all, but I merely wish to call the attention of the Senate to one or two facts.

This proposition does not commit the Government or the Postmaster-General to anything, not even to do anything, except to carry out what the United States has promised to do, to execute existing contracts, which I understand will take an appropriation of about $500,000. The Postmaster-General is at liberty to make such arrangements, not exceeding in cost $12,000 a mile, the lowest sum ever so far paid for this service, if he sees fit.

Now, I for one desire to have the pneumatic-tube system introduced into our chief cities for the convenience of the post-office service, and it is something which must be done, tried, and accomplished under Government auspices in some way. It is like the armor plant in that particular, which is for a purely Government service. But I believe that the Senator from Colorado and most Senators now present will live to see this method of transmission by pneumatic tubes adopted for the conveyance over long distances of territory of parcels, merchandise, and very probably passengers. I think it is one of the things which the future has in store. I think it is not beyond a reasonable expectation and hope that this matter, which must be tested and introduced in the beginning by the Government—it is not possible in the nature of things that any private enterprise can do it—will involve the construction of air-tight cars with a sufficient atmosphere to support the life of the passenger while the car makes its transit over a considerable space of territory. I believe there are illimitable possibilities in the future for this invention, which is now in its infancy.

As I said before, it seems to me, in view of the earnest applications from postmasters like the postmaster of Boston, where it has been on trial—a gentleman absolutely beyond question both as to his integrity and to his business capacity and sense, which applies both to the present and the past postmaster there—that it amounts to a vote of want of confidence in the Postmaster-General to allow him to have at his command this small sum for the little experiment which he can make within the next twelve months

Mr. PETTIGREW. I should like to ask the Senator from Massachusetts a question. I understand the Senator's amendment limits the amount to $12,000 a mile. I should like to know whether the adoption of his amendment would not be a vote of want of confidence in the Postmaster-General under those circumstances.

Mr. HOAR. I do not think so. It is the legislative habit in appropriating money to make a limit of the expense. It is not because of a want of confidence in the particular officer, but always in appropriating for one public object we have to consider the demands of other public objects—the whole field of expenditure. While this is a meritorious expenditure, there are a thousand others that are meritorious, and therefore we limit all of them in that way.

Mr. TELLER. Mr. President, the pneumatic tube is not an entirely new thing. It has been in use, I suppose, for fifty years in some parts of the world, but it has never succeeded in accomplishing what has been prophesied and predicted for it by its friends. I doubt very much whether the prophecy of the Senator from Massachusetts will come along in my day.

Mr. HOAR. That was true of the invention of steam for more than a generation. It was true of the bicycle.

Mr. TELLER. We have had at least fifty years of the most active mechanical development of any period in the history of the world, and it has made but little progress. But that is not what I wanted to say particularly.

I think Congress should determine whether we are to enter upon this system and not the Postmaster-General. If we enter upon this system, we must enter upon it generally. If it is of value as a system, if it is as valuable as those people say it is, every city of any considerable size will insist upon it. I do not myself believe it is so valuable; but if it is, then you have to apply it to all cities. We should sit down and determine first what is going to be the expense; and while it may be valuable, the further inquiry is, Is it valuable enough to justify the expense? And if so, it ought to be done by the Government and not by these individuals.

Every time you make an appropriation to increase their plant you increase their apparently equitable claim on us to continue to extend; and you will hear in a little while that we have appropriated $725,000 this year, and that was an indication that we meant to allow them to continue to develop in this way. When the Government itself shall take a notion that it wants to control it, we will be met by the statement that "You are invading the rights of citizens. You have let us put our capital in, and therefore you must either buy us out at a tremendous expense or you must let us go on and do this work for the people of the United States."

I do not believe we are justified in leaving it to the Postmaster-General. If we have a committee, it should sit down and look at it, giving it such attention as it can. If the committee determines that it is a matter that should be taken up, then we ought to consider it. The Post-Office Committee come here divided, with, I believe, a majority of one in favor of the pneumatic system. I do not know but that it may be a good one. We have been hounded and importuned; no person has ever come to me personally, but my mail has been filled for the last two years, more or less, with dissertations upon the advantages of this system.

The Committee on Appropriations dealt with it two years ago, I think it was, and made a mistake. When the Postmaster-General, without authority of law, had entered into these contracts, we should have declined to appropriate at all. That would

have been the end of this controversy, and if they can make it a commercial transaction for the carrying of parcels they would have turned their attention to that and not as a feature of the Post-Office Department.

As stated by the chairman of the committee, there is no danger, if we repudiate this contract now, that we will get into any trouble. The courts have held that every contract of this kind made with individuals is subject to an appropriation dependent on it. It is only when we have made an appropriation that we must carry it out. When we have appropriated for it, it is a complete contract. Until that is done we may retire from it if the legislative department thinks it was not a wise transaction.

I believe the best thing to do is to knock this whole thing out and let the Department deal with these people for what they have got—I am willing they shall do that—upon some basis that is reasonable and just, to see whether the experiment is one that we ought to follow or not. We can learn that just as well on the few miles we have got now as if we put millions of dollars into it further, and better, too, for that matter.

Mr. MASON. Mr. President, I do not care to consume the time of the Senate, and shall not unless it becomes necessary later. I wish to call the attention of the Senate to the fact that the contract made for the pneumatic tubes was not made in violation of law. I have a copy of the contract made by Wanamaker, Postmaster-General, and it was made after the appropriation which warranted it.

I wish to call attention to a statement made by Postmaster Gordon, found in the Chicago Tribune that came this morning. The postmaster says:

> When seen last night, Postmaster Gordon said: "Senator WOLCOTT evidently has confounded the recommendations in two reports made by me. I made a report to General Gary in 1898 and another to General Shallenberger last February. In both reports I took the position that unless the tubes were sufficiently large to carry pouches they would be of no use in the depot district of Chicago.

I simply wish to call attention to the fact, which I stated to the Senate last evening, that Postmaster Gordon was imbued with the idea that there should be underground service for mail bags. It is an entirely different proposition from that before the Senate. I will ask to put into the RECORD his letter to the Postmaster-General, which is dated some time after the one he stated he wrote before.

As to the city of Chicago, the system will be a great help to everyone in communication with the city of Chicago. We have no understanding with the Postmaster-General, except what he states in his report. The Postmaster-General recommends that the tube system be extended to Chicago. The senior Senator from Colorado was just talking about a committee investigating the matter. He stated that his mail was full of letters on the subject. If he would read them, he would not display that lack of knowledge which he has displayed in the Senate. The truth is that every Postmaster-General and everyone connected with the Department, throwing aside all question of cost, have recommended the extension of this service and in terms have said that Chicago was an ideal place on account of the straightness of the streets, the levelness of the topography of the city. I have stood here between these two interests—on one side the only people who can put down the tubes, asking, I presume, what some would say was an unnatural price, and the people of Chicago, who want the service.

The Senator from Massachusetts says we must have it for $12,000 a mile. I called last evening to see the representatives, to know whether or not I could have any hopes of getting the service in Chicago at that price. They scouted the idea and stated that $15,500 a mile was the lowest they could attempt to lay the pipes for. I am simply here to state, as the Senator from that part of the State of Illinois, that I propose to accept the amendment offered by the Senator from Massachusetts. We always find in Chicago some way to accomplish the things that the people need; and if one company will not take hold of it at that price, some other company will, or the city of Chicago will undertake it itself. Of course we do not want to infringe on anyone's patent. We believe the Government intends to give a man a monopoly when it gives him a patent for a certain length of time. But we believe—at least, I believe—that although the Senator's amendment may go through, Chicago will find some way, and the Post-Office authorities will find some way, to give to the city of Chicago the service we deserve.

I do not care to discuss the matter further if we can have a vote upon the amendment of the Senator. I will be perfectly satisfied, as that is the best I can do. I can say at least to the people of my city, "I have done the best I could for you." If this company does not lay the pipes, we will get some company that will, or the city itself will, and tender to the Government of the United States the pipes on some terms. I talked with one of the leading members of the House of Representatives from the State of Iowa. He said, "When I went into this investigation two years ago I was prejudiced against it. You will see by the questions I asked that I did not believe it was possible to send the first-class mail matter along at this rapid rate of speed in pneumatic tubes and at such saving." He said to me, "Now I am absolutely convinced that it is the plan of the future." I am willing to accept the amendment and do the best I can. If we can not get anything better in conference, we will try to develop in some way so that the city of Chicago can have some of the benefits of this service, which is now being enjoyed by Boston, Philadelphia, New York, and Brooklyn.

The PRESIDING OFFICER (Mr. GALLINGER in the chair). The question is on agreeing to the motion of the Senator from Massachusetts [Mr. HOAR] to strike out and insert.

Mr. MASON. Let it be reported.

Mr. TELLER. Let the amendment be read.

The SECRETARY. It is proposed to strike out the committee amendment on page 17, lines 10, 11, and 12, and insert in lieu thereof:

> For execution of existing contracts for transportaion of mail by pneumatic tubes, and such extension of such service as may be judged expedient by the Postmaster-General and may in his judgment be accomplished at reasonable cost, not exceeding in any event $12,000 a mile, $725,000.

Mr. WOLCOTT. On that I ask for the yeas and nays.

The yeas and nays were ordered.

Mr. STEWART. Mr. President, before the vote is taken, I wish to make one remark. It was said yesterday that it was not true that debate did not sometimes accomplish results. The Senator said he was favorable to this bill for the general extension of the system until he heard the debate, but he did not think he was in condition now to go ahead. I find myself in the same position. I do not think we have the requisite information. If we are going into this large expenditure, there ought to be previous surveys and estimates, as we have in making other great improvements. There is very much involved. In the matter of rivers and harbors we do not go ahead and make appropriations until we have had estimates. If we had a survey of Chicago and estimates—it would be necessary to have a statement of what the city would do—if we had these facts before us, we could act intelligently. I believe that making appropriations before we have the requisite information is not good, legitimate business. I shall vote against this proposition in every form for that reason.

Mr. TELLER. If we are to enter into this business, I think the amendment offered by the Senator from Massachusetts will be an improvement on existing conditions; but as I hope we will be able to drop the whole question, I am going to vote against the Senator's amendment.

Mr. DANIEL. I ask that the amendment may again be read.

The Secretary again read the amendment.

Mr. DANIEL. Mr. President, I shall vote for the amendment of the Senator from Massachusetts as a substitute for the present provision, and I shall vote against it as a part of the pending bill. No man would build a house without first getting a plan and an estimate of the cost before he would finish it—that is to say, no man outside of Congress and no man who was spending his own money. To me it seems that this is the crudest and most undigested proposition we have ever had before us. We have no plans and no specifications and are going to sea in a skiff, which it is hoped will grow into a battle ship after a while. A few cities in the country that have no more right to such accommodations than other cities, it seems, are projected to get the whole benefit of this appropriation. That is unbusinesslike, and it is unjust per se. If the Government is going into this scheme of furnishing the country with pneumatic-tube transportation for its mails, it ought to go into it, after the mere experimental stage is over, upon some broad scheme that would be just to all sections of the country, to all cities, and to all portions of our inhabitants. This may be made the foundation for some future claim and will prove more useful in that regard than it will in any other way.

Why should the city of Chicago have pneumatic tubes and not the city of St. Louis? Why should the city of Boston and not the city of New Orleans? Why should the city of New York and not the city of San Francisco? Why some other town and not Richmond, Va.; and why Richmond, Va., and not Galveston, Tex.? And why should Congress make an appropriation in gross without naming any city individually, leaving the whole thing to the chance, medley, and haphazard way of administration?

Mr. MASON. Will the Senator from Virginia yield to me for a moment?

Mr. DANIEL. Certainly.

Mr. MASON. It is a new plan. It is like the rural free delivery. It is left in the hands of the Postmaster-General.

Mr. DANIEL. That is the very reason why we ought to start off with our right foot about it. It is the first step that costs.

Mr. MASON. I beg the Senator's pardon. We have taken the step. We have entered into contracts for three cities, two of them smaller than the city of Chicago, and we now propose to force Chicago, if it gets it at all, to take it for much less than half of what is paid in New York City.

Mr. DANIEL. Why does the Senator want Chicago to get what New Orleans does not have?

Mr. MASON. I do not.

Mr. DANIEL. Why not put in New Orleans the same as Chicago?

Mr. MASON. We have done that. It is to be in the hands of the Postmaster-General.

Mr. DANIEL. Does the Senator expect this amount to go around everywhere?

Mr. MASON. I am sure the Senator wants to be fair about it.

Mr. DANIEL. I do. I will yield to a suggestion or a question on the part of the Senator from Illinois.

Mr. MASON. I will wait until the Senator finishes if he wants me to. If the Senator had read the literature upon this subject and the reports of the Postmaster-General, he would see that it is the intention to extend it to those places where it is economical for the service and for the benefit of the service. In other words, some cities are so situated on account of their size, and their streets are so crowded, that it is an economical method. In New York and Chicago the streets are crowded. Frequently the fast mail is delayed by storms or by processions or by a thousand and one ways. The streets of other cities are not in that condition, on account of their size, and this proposition leaves it to the Postmaster-General to determine to what places it shall be applied.

Mr. DANIEL. When the Postmaster-General has made full estimates, plans, and specifications; has given a thorough-going report covering this whole matter, then I shall be perfectly willing for Congress to act upon it according to its best judgment in the perfection of a system deemed an advisable one, on a comprehensive footing, and doing justice to all portions of the country, without any partiality or any unfairness in any direction. But this matter is in a thoroughly inchoate condition. There is not a business man in the world who would start a great enterprise as the Senate is asked to start this matter about pneumatic tubes. We have no full reports upon the subject. Our minds are not fully enlightened by any literature extant. It is a mere step in the dark, upon the ground intimated by the Senator, that if we take this step we will have to take other steps.

It seems to me that the views of the chairman of the committee, the Senator from Colorado, are eminently wise and eminently just, and based upon fair, conservative business principles. We ought not to take any step in a matter so vast and comprehensive, that contemplates so great a scheme and so great an involvement of public funds, without seeing from the beginning where we trend and without planning for the purposes that we have in view. Accordingly, without desiring to detain the Senate, I simply state this as my reason for voting against the whole matter.

Mr. MASON obtained the floor.

Mr. TELLER. Mr. President——

The PRESIDING OFFICER. Does the Senator from Illinois yield to the Senator from Colorado?

Mr. TELLER. I did not know that the Senator from Illinois had the floor.

Mr. MASON. I am willing to yield.

Mr. TELLER. I do not want to take the Senator off the floor, but I rose to move to lay on the table the amendment to the committee amendment. That would take the Senator off the floor. If he wants to say anything, I will not make that motion now.

Mr. MASON. I desire to state to the Senator from Colorado that in reporting this amendment it was not by 1 majority, as stated by him, although, as I understand, we are not at liberty to state in the Senate what the vote was. But it was by more than 2 to 1 majority that the Senate committee reported this amendment.

The Senator from Colorado [Mr. WOLCOTT] who has charge of the bill and the Senator from North Carolina [Mr. BUTLER] are the only members of the committee so far who have spoken against this proposition on the floor. I know but three members of the committee who have either spoken or voted against it. We have had the understanding, so far as I could make it with the chairman of the committee, and I am a member of the committee and represent when I speak upon this question the majority of the committee, that we were to have straight votes upon pending amendments, and if the Senator moves to lay the amendment on the table it will simply make confusion and I shall consider it not in keeping with the agreement the chairman has made with me that we may have a straight, fair vote upon the pending question.

Mr. TELLER. I deny the right of anybody to control my course in this way.

Mr. MASON. I do not want to. I want the Senator to understand——

Mr. TELLER. I can move to lay the amendment on the table. If we were to have a vote upon the proposition coming from the committee, then there should have been no amendment offered to it. We should have taken the vote. If we can get a vote squarely on that——

Mr. MASON. But the friends of the amendment——

Mr. TELLER. I am willing to take that course. I want to vote squarely on the proposition whether we are going into this or not.

Mr. CHANDLER. I think if the Senator from Colorado moves to table the committee amendment and the amendment proposed to it, it would not be in order to move to appropriate $225,000 to fulfill existing contracts.

Mr. TELLER. Certainly it would.

Mr. CHANDLER. On what ground?

Mr. TELLER. On the ground that you can amend the bill. Certainly, without the advice of the committee, the Senate can amend the bill just the same as if the committee reported an amendment.

Mr. CHANDLER. Can we insert a new item? If that is conceded, I have no objection to make.

The PRESIDING OFFICER. The Chair will ask the Senator from Colorado to repeat his motion.

Mr. TELLER. I desire to move to lay the amendment on the table.

Mr. MASON. I desire to be heard. Will the Senator from Colorado withdraw that motion for a moment?

Mr. TELLER. Certainly.

Mr. MASON. In view of the statement made by the Senator from Virginia, that we have no report in this matter, I will call his attention again to the fact that there are statements from the Postmaster-General and the Post-Office Department. From time to time a large amount of evidence has been taken before the Post-Office Committee in the House, and a large amount of evidence has been taken before the Post-Office Committee in the Senate. That has been discussed and heard and read and published. It so happens that some of the Senators have not had time or opportunity or disposition to read it.

I desire just five minutes to recapitulate the statement, so that we will have no misunderstanding. I am here pleading for the same service in the city of Chicago that has been given to New York and Boston. I have accepted, as representing that city, the amendment offered by the Senator from Massachusetts, which limits it to $12,000 a mile, which is considerably less than half that is being paid in New York. In the city of New York they pay twice that amount and more.

I desire to put in the RECORD here and now the contract made by Mr. Wanamaker as Postmaster-General with these companies, or with one company, and to call attention to the fact that the company is held to the most strict compliance with the terms of its contract. I ask leave to insert that in the RECORD and also a letter of Postmaster Gordon, which gives the result of his information on his second examination after he took up the question.

The PRESIDING OFFICER. Without objection, the papers will be inserted in the RECORD as requested.

Report on interstation pneumatic-tube service, by Charles U. Gordon, postmaster.

CHICAGO, ILL., *March 3, 1900.*

Hon. W. S. SHALLENBERGER,
Second Assistant Postmaster-General, Washington, D. C.

SIR: Referring to the question of pneumatic-tube service in Chicago, I beg to present herewith a recommendation for the establishment of tubes in that portion of the south side not included in what is known as the depot district.

In my report of February 26, 1898, to Postmaster-General James A. Gary, the question of pneumatic tubes in the depot district was discussed in all its bearings, and it was stated that the project presented such difficulties that it was not believed to be feasible. The project was not then considered in its relation to station service, because this phase of pneumatic-tube service was not up for discussion. The feasibility of the down-town or depot service was alone canvassed, and it was felt unless we had tubes large enough to carry pouches that the system could not possibly become a complete success.

My object now is to open up the question of establishing pneumatic tubes between stations, and to secure the approval of the Department for an interstation system.

The depot district, in passing it may be said, is bounded on the east by Lake Michigan, on the north by Kinzie street, on the west by Canal street, and on the south by Twelfth street. Within this district are the principal railway depots, the general post-office, the site of the new post-office, Station U, and the Board of Trade station. It is not proposed to introduce pneumatic service into this district, except to the extent of connecting the general post-office with the Illinois Central depot. This connection could be made along the tracks of the Illinois Central, and it would avoid all the difficulties of establishing tube service in the down-town streets.

The project of interstation service, which was not considered in 1898, now seems to be quite feasible, and largely so because of the successful tests made in New York, Boston, and Philadelphia. An interstation service in Chicago, it is confidently believed, would work to advantage in the district outside of the depot district, and for this reason the question is brought forward at this time.

The portions of the city in which interstation service could be satisfactorily established are: The north side from Kinzie street north, the west side from Canal street west, and the south side from Twelfth street south.

After looking the ground over carefully, I am in favor of starting the system on the south side. The district is more compact than either the north or west side districts; the general post-office is situated therein, and the route to be followed in the main is on straight lines, and it avoids the principal difficulties of construction. To reach the north or west side the tubes would have to be carried under the river at considerable expense. On the south side this difficulty is not present, and the service could be established at the minimum expense.

The proposition herein outlined provides for a pneumatic-tube system to connect the general post-office with the Illinois Central and the general post-office with the following stations: Twenty-second Street, Armour, M, Hyde Park, Englewood, Stock Yards, and proposed stations at Thirty-first and

Halsted streets and Sixty-third street and Cottage Grove avenue, the latter to be known as Woodlawn station.

The existing stations serve an area of 30 square miles, having a population of between five and six hundred thousand people. Last year they sold stamps to the amount of $480,290.38; issued and paid money orders, numbering 55,520, to the amount of $534,188; handled mail approximating 63,000,000 pieces, and registered mail to the number of 33,623 pieces.

This territory is now supplied with mail from the Cottage Grove avenue line, which will shortly be increased by the addition of a line on Wentworth avenue and South Clark street, by railway post-office and suburban railway lines, and by mail messengers.

To provide for this service I recommend that an appropriation sufficient to pay the rental for its establishment be secured, and that steps be taken to begin the work as soon as possible thereafter.

The pneumatic service recommended in brief is as follows:

First. The construction of a double line of 16-inch tubes—or tubes large enough to carry pouches—between the general post-office and the Illinois Central depot.

Second. The construction of a double line of 8-inch tubes between the general post-office and the stations named.

The first line is 1.20 miles long and would require 2.40 miles of tubing.

The second line is 19.40 miles long and would require, for a double circuit, 38.80 miles of tubing.

The large tubes could in all probability be laid along the line of the Illinois Central between the depot and the general post-office. The remaining tubes would have to be laid in the streets. The system would require a full equipment of switches in order that letter mail should be dispatched from station to station without delay.

I understand that the switching system employed in the Congressional Library at Washington, in connection with the tube conveyors there used, is elaborate and convenient and possesses all the latest modern improvements. I am informed by competent authorities that this system in its general arrangements could be adapted for use in connection with the proposed pneumatic system outlined herein.

The establishment of interstation pneumatic-tube service would enable this office to materially expedite the delivery of mail, to improve the collection system, and it would be of special benefit in bringing about the more prompt delivery of special-delivery letters. It would also enable the Department to reduce the cost of street car, railroad, and messenger service.

Concerning the large tubes, or the tubes suggested for pouches, it is evident that such tubes have an important bearing on this plan. If the difficulties attaching to the idea can be surmounted—and I am told the outlook is favorable—large tubes would become of decided practical utility.

These tubes should be about 48 inches in circumference or 16 inches in diameter. This would make them twice as large or more than the tubes ordinarily used, the 6-inch tube having an approximate circumference of 18 inches and the 8-inch tube of 24 inches. The leather bottom of the new No. 2 canvas pouch when filled with mail has a circumference of 49½ inches. The No. 3 regular canvas pouch measures about 44½ inches in circumference when filled with mail. The 16-inch tube in all probability would be large enough to take the No. 3 pouch.

The problem of power to drive the cartridges containing these pouches is one that can only be solved by the experts. I speak of the matter entirely from the standpoint of what the post-office considers one form of adequate service. It has been stated, however, that tests made at Burlington, N. J., in connection with large tubes have led to the construction of a cartridge which, while driven by compressed air, at the same time runs on a track placed within the tube. Should these tests lead to a practical plan, the problem of carrying large pouches will have been solved.

One difficulty in using small tubes in conveying mail from the railroad depots to the general post-office is the necessity of breaking bulk before dispatching. As a great part of the mails come made up to carriers and stations, the breaking of bulk not alone occasions delay, but has a tendency to destroy the value of the distribution already made. In this way the time gained by pneumatic tubes is lost in other directions. Should a tube of 16 inches in diameter- or one large enough to take the largest sack of mail—be found feasible, this obstacle would be overcome. Under these conditions the tubes would provide for the prompt, regular, and safe dispatch of all classes of mail matter.

The route between the general post-office and the Illinois Central depot affords the finest sort of opportunity for testing large tubes. It is about a mile and a fifth in length, and is an absolutely straight line. Should the test proposed prove successful, operating stations connecting railway depots with the general post-office could be established in the depot district. At these depots collections could be conveniently centralized, and the local service, as well as the outgoing service, vastly bettered. The collection service would be an immense gainer by the establishment of a 16-inch tube service in the depot district. So also would the Railway Mail Service, the mailing division, and the city division. The impetus to the general service following the establishment of pneumatic tubes would lead to a material increase in postal revenues. With a system of large tubes in operation there would hardly be any limit to the improvements that could be effected in the local service.

Referring to the cable and electric conveyers discussed in my report of February 26, 1898, serious obstacles stand in the way of testing these systems. One is the difficulty of obtaining the necessary city ordinance, and the other is the fact that the pneumatic system finds increased favor on account of certain successful practical tests made in Eastern cities, and very clearly described in your last annual report.

The results in New York, Boston, and Philadelphia show that the pneumatic service on an interstation circuit is quite a valuable postal auxiliary. These tests foreshadow the success of an interstation pneumatic service in Chicago planned on still larger lines. I realize, too, that there is no immediate chance of testing the cable or electric conveyers; and as we are dealing with station service and not with service in the depot district, I am of the opinion that it would be a move in the right direction to establish pneumatic-tube service between the principal south side stations and the general post-office.

Recent improvements made in the pneumatic system make it evident that the system if established in Chicago would be a marked improvement over similar service in other places. It would also permit the system to be tested on a scale hardly possible elsewhere.

In recommending the establishment of pneumatic service in Chicago, I desire to suggest a service which will fulfill the conditions set out in your annual report to the honorable Postmaster-General for the fiscal year ended June 30, 1899.

In the last paragraph of page 264 of the report to the Postmaster-General you say:

"The tendency during later years has been to constantly increase the frequency of wagon trips between important points for the advancement of letter mail. When two such points are connected by pneumatic tubes, as has been shown, nearly all of the letter mail is handled by the tubes, the existing frequency of wagon trips becomes unnecessary, and the demand for still greater frequency ceases, the wagon service thereafter being used principally for heavy and bulky matter. Nevertheless, the best results can not be secured from pneumatic-tube mail service until a more complete and comprehensive system of tubes shall have been put into operation in some one or more cities.

"For instance, while the tubes in Philadelphia and Boston have shown good results, yet because the distances covered by them are short the gain in time over wagon trips is not so great; but if the system were developed so as to connect by tubes the more important stations in Philadelphia with the main office, all the people served by those stations would feel the benefit of the existing system; mail could then pass between one of these station offices and a railroad station or between two mail stations without being rehandled at the main office, and local mail could be constantly interchanged between stations without waiting for the slower dispatch by wagon at comparatively long intervals. This in the gain to special-delivery letters alone would be an important item. Let the main office at Boston be connected by tube with the Southern Union Railroad station, so as to admit of the through mails passing between that station and the Northern Union Railroad station without rehandling, and the gain would be obvious.

"Again, when but two points in a city are connected by pneumatic tubes, while the wagon trips between those points are largely reduced, yet the trips cut off may be but a small proportion of all the wagon service in that city covered by the same contract, not sufficient to warrant the Department in annulling that contract and readvertising the remainder of the service outside of the regular period for letting the service in that State. Hence no reduction in the cost of wagon service can be shown just at that time, although the effect may be apparent at the next regular letting. If, however, quite a number of the more important postal stations in a city were connected with the main office and railroad stations there could be a general rearrangement of wagon service and electric-car service in such manner and with such reduction of trips to a number adequate for bulky mail as would make the reduced cost of those items immediately apparent."

The route recommended herein affords a splendid opportunity to make a test under the conditions suggested by you.

These conditions are fairly met in the following statement concerning the proposed route:

1. The distance to be covered is 19.40 miles, and the route connects seven existing stations, and later will connect nine, and one important railway depot.

2. The route provides for a complete and comprehensive system of tubes. It will permit the establishment of two lines of tubes, so that connections can be made in both directions at the same time. It will also permit the testing of the largest available tube between the general office and the Illinois Central Railway Station, more than a distance of 1 mile, in a direct line.

3. The tubes would enable the office to directly exchange mails between seven (or nine) stations and one railway depot, and would eliminate the rehandling of mail at the general post-office intended for stations.

4. The pneumatic system operating along such a route would enable the Department to reduce and rearrange both wagon and street railway post-office service.

5. The districts to be served by the pneumatic tubes cover a combined area of 30 square miles, with an approximate population of between five and six hundred thousand people.

The map which I inclose for your information shows the present and prospective situation of stations to be served by pneumatic tubes, and in a general manner indicates the route to be followed. This is merely done to give some idea of what is desired, because as a matter of course the route will be settled by the engineers who plan the system. What we desire is a double system of tubes which will connect the general post-office with the stations indicated, and permit mail to be sent and received at the same time.

Beginning at the general post-office, Michigan avenue and Washington street, the large-tube circuit could run to the Illinois Central depot on Park row and then return to the general post-office. These tubes should be large enough—say 16 inches in diameter—to carry pouches. The smaller tubes should also begin at the general post-office and run to the Illinois Central depot, and thence to Armour station, by way of Twenty-second Street station. These tubes should be at least 8-inch tubes, and larger if economically and mechanically available. At Armour station the lines should diverge, the outgoing following the easterly course and the incoming following the westerly course, both taking in all of the stations on their way.

The following shows the proposed circuit and gives the distance between the different stations. The stations marked with the letter "*a*" are prospective stations. The others are in existence at this time. Armour station is given as Thirty-first street and Indiana avenue, though at present it is situated on State street near Thirty-second street. It is proposed, however, in the near future to remove it to Thirty-first street and Indiana avenue.

Proposed circuit—Pneumatic tubes.

	Miles.
General post-office to Illinois Central Railroad depot	1.20
Illinois Central depot to Twenty-second Street station	.90
Twenty-second Street station to Thirty-first street and Indiana avenue *a*	1
Thirty-first street and Indiana avenue *a* to Station M	1.70
Station M to Hyde Park station	2.45
Hyde Park station to Woodlawn station *a*	1.60
Woodlawn station *a* to Englewood station	1.66
Englewood station to Stock Yards station	3.12
Stock Yards station to Thirty-first street and Halsted street *a*	1.37
Thirty-first and Halsted streets *a* to Thirty-first street an dIndiana avenue *a*	1.30
Thirty-first street and Indiana avenue *a* to Twenty-second Street station	1
Twenty-second Street station to Illinois Central depot	.90
Illinois Central depot to general post-office	1.20
Total distance	19.40

The route proposed is a feasible one and presents few engineering difficulties.

Beginning at the general post-office, the large or pouch tubes can be laid along the right of way of the Illinois Central Railroad to the depot, which stands near the lake front, between Park row and Twelfth street.

There should be situated in the depot a receiving station with a staff of clerks large enough to handle the incoming and outgoing mails. These clerks, in addition, could make up local mails intended for the stations on the pneumatic circuit.

The smaller tubes can follow Indiana avenue from the depot south to Twenty-second Street Station, which stands at the corner of Twenty-second street and Indiana avenue. Still following this avenue, the tubes would connect with Armour Station at the proposed location—Thirty-first street and Indiana avenue. From the general post-office to Armour Station the pipes can be laid in a straight line about 3 miles long. At this point the plans would have to cover an arrangement by which the tubes should diverge east and west, in order to make the circuit.

The west and south tubes can be laid on Thirty-first street and connect with the proposed station at Thirty-first and Halsted streets. They can then

follow Halsted street to the Stock Yards Station, at 4193 South Halsted street. From here the tubes can go south on Halsted street to Sixty-third street, and then east on Sixty-third street to Englewood Station, at 528 West Sixth-third street. From this point the route would follow Sixty-third street in an easterly course to Cottage Grove avenue and Sixty-third street, where Woodlawn station is to be established. Following Cottage Grove avenue to Fifty-fifth street, the tubes would go east on Fifty-fifth street and stop at Hyde Park Station, 324 East Fifty-fifth street. Beginning again at Hyde Park Station, the tubes can run on Fifty-fifth street to Cottage Grove avenue, and then go north to Station M, Fortieth street and Cottage Grove avenue. From Station M to Armour Station would complete the west and south circuit, the tubes being carried along Cottage Grove avenue to Thirty-first street, and then on Thirty-first street to Indiana avenue.

The east and south circuit should begin at Armour Station and go east on Thirty-first street to Cottage Grove avenue. On Cottage Grove avenue it would connect with Station M, and there the pipes could be carried to Fifty-fifth street to connect with Hyde Park Station. They would return on Fifty-fifth street, on Cottage Grove avenue, and connect with Woodlawn Station at Sixty-third street and Cottage Grove avenue. The line would then be carried along Sixty-third street to Englewood Station, and from there to Halsted, and along Halsted to Stock Yards Station; thence to the proposed station at Thirty-first and Halsted streets, and again on Thirty-first street to Armour Station, thus completing the east and south circuit.

The volume of mail received and dispatched from the Illinois Central depot is considerable. Should it be found feasible to send this mail directly to the general post-office by pneumatic tubes, a great saving of time could be effected, as well as a saving in the cost of messenger service.

The following table shows the daily average of pouches received from the Illinois Central depot and sent to the Illinois Central depot from the general post-office for dispatch by the four roads having terminals therein:

ILLINOIS CENTRAL RAILROAD.

Pouches from Illinois Central Railroad	38
Pouches to Illinois Central Railroad	50
Pouches from Michigan Central Railroad	33
Pouches to Michigan Central Railroad	50
Pouches from Wisconsin Central Railroad	15
Pouches to Wisconsin Central Railroad	11
Pouches from Chicago and Cincinnati Railroad	31
Pouches to Chicago and Cincinnati Railroad	11
Total from Illinois Central depot	107
Total to Illinois Central depot	122

A great deal of the foregoing mail, especially that on the morning trains, is made up according to stations, and mail for the stations on the pneumatic circuit could be dispatched directly from the depot. The other mail could be dispatched to the general post-office and immediately sent to the other stations.

One other advantage might be derived from this service. In case we could arrange to have suburban mail trains stop at the Twelfth street depot, we could dispense entirely with our suburban dispatches from the Illinois Central suburban depot, at the foot of Randolph street, and could make all these dispatches from the main depot at Twelfth street by way of the pneumatic tubes.

We dispatch by the Illinois Central suburban trains each day 33 pouches, and receive therefrom 56 pouches. These pouches contain mail for all of the stations along the line of the Illinois Central, such as Grand Crossing, Pullman, West Pullman, etc. With pneumatic tubes in working order, a much later close could be made for this mail, and of course its delivery would be materially expedited.

The stations on the proposed pneumatic-tube circuit are among the more important in this city. Having pneumatic-tube service, they would come in closer contact with the other stations, for the distance between these stations and the general post-office would be practically annihilated so far as letter mail is concerned.

The following table shows the number of clerks and carriers at these stations, and the number of dispatches received from and made to the general post office each secular day.

Station.	Number of clerks.	Number of carriers and collectors.	Dispatches in.	Dispatches out.
Twenty-second Street	10	38	13	12
Armour	11	48	13	12
Station M	13	54	13	12
Hyde Park	11	47	13	13
Englewood	17	59	11	13
Stock Yards	15	53	13	12

The foregoing stations, in addition, exchange mails directly on an average of nine times a day. These exchanges are now made by railroad, street-railway post-office, and mail messengers. The routes are not direct, and valuable time is lost by the necessity of following roundabout routes. The pneumatic tubes, so far as letter mail is concerned, would do away with all of this and would permit a quick, direct exchange of first-class mail.

As already stated, the population served by these stations numbers between 500,000 and 600,000 people, and the combined area of the districts is almost 30 square miles.

Within this territory are situated the main business district, the great stock-yards industries, and the University of Chicago, Armour Institute, and all of the public buildings generally, and an immense number of miscellaneous manufacturing and business places.

Station K, or the Stock Yards Station, serves the stock yards district, and handles a large and increasing volume of mail. Many of the principal offices of the great packing houses are established in the yards, and it is stated that the bulk of the mail now delivered to the down-town office of Armor & Co. will shortly, on account of a changed system, be handled at the stock yards. Should this change go into effect it will make it immediately necessary to give quicker service at this station. The mail handled in a year at the Stock Yards Station approximates 13,000,000 pieces. The receipts from stamp sales last year were $159,850.42. Pieces of mail registered numbered 5,864. Money orders issued and paid numbered 8,996, and amounted in value to $97,486.72. This is a much larger business than the business done by the greater number of first-class offices throughout the country.

Englewood, or Station O, is the third in importance among the stations of Chicago in respect to the number of direct dispatches made to and received from other post-offices. The number of direct dispatches received by Station O each day from other post-offices is 60; the number sent out is 58. These dispatches are received from the following roads: Pennsylvania Railroad, Chicago, Rock Island and Pacific, Chicago, Monon and Cincinnati, Chicago and Eastern Illinois, Lake Shore and Michigan Southern, Wabash, Grand Trunk.

Certain dispatches of first-class mail which arrive over the Lake Shore and Michigan Southern and Pennsylvania railroads intended for the general office could be thrown off at Station O and sent down town in the tubes. This would possibly bring about an earlier delivery. Mails for the stations on the circuit arriving on these roads could be dispatched by tube from Station O, and in all cases would be delivered hours earlier than by the present system.

The statistics for Station O are as follows:

Approximate pieces of mail handled in one year	15,000,000
Money orders issued and paid in one year	15,801
Amount of same in one year	$134,517.87
Pieces of mail registered in one year	4,608
Stamp sales in one year	$58,567.32

Station K, in the event of the circuit being established, would be on the west line and Station O would be on the south center of the circuit. East of these stations is Hyde Park station, which covers a district which, while mainly residential, still contains the different buildings devoted to the University of Chicago. This institution is of great magnitude, and it is constantly growing, and the station is compelled to as constantly increase its service in order to keep pace with the growth of the university.

The statistics of Hyde Park station are:

Approximate pieces of mail handled in one year	8,000,000
Money orders issued and paid in one year	7,501
Amount of same in one year	$68,985.02
Pieces of mail registered in one year	4,050
Stamp sales in one year	$63,558.18

Station M is a residential and business district. Statistics of the station follow:

Approximate pieces of mail handled in one year	11,000,000
Money orders issued and paid in one year	8,901
Amount of same in one year	$84,799.69
Pieces of mail registered in one year	5,147
Stamp sales in one year	$74,778.71

Twenty-second Street station is a residence, business, and manufacturing district. Statistics are:

Approximate pieces of mail handled in one year	7,000,000
Money orders issued and paid in one year	6,414
Amount of same in one year	$72,590.16
Pieces of mail registered in one year	7,210
Stamp sales in one year	$69,275.09

Armour station is also the center of a residence, business, and manufacturing district. Following are its statistics:

Approximate pieces of mail handled in one year	9,000,000
Money orders issued and paid in one year	7,907
Amount of same in one year	$75,808.54
Pieces of mail registered in one year	6,744
Stamp sales in one year	$54,260.66

The statistics furnished indicate the good to be derived from a quicker interchange of mails between these stations. The commercial importance of such an improvement would be large, and the postal service would ultimately be the gainer. In addition to the advantages afforded by these interchanges of mail, it would also be possible to connect the stations on the circuit with the stations beyond them now served by other means. In certain cases this could be done easily enough and with admirable results.

One prime advantage to be derived from a long circuit would be the ability it would give the post-office to dispatch and deliver special letters with the least possible loss of time. Special letters received at any of the stations on the circuit could be dispatched immediately and delivery made in the least possible time. The utility of pneumatic tubes in connection with the special service is undeniable; and should the tubes be established, I look for an immediate and large increase in the number of local special letters.

The statistics of the special-delivery service show how rapidly this branch of the post-office has been growing in the last two years.

In 1898 the Chicago post-office handled 245,172 special-delivery letters. In 1899 the number handled was 298,098. The increase in this period amounted to 52,926 special-delivery letters.

In the months of January and February, 1899, the Chicago post-office delivered 41,619 special-delivery letters, and in the corresponding months of 1900, 49,348 special-delivery letters. The increase was 7,729 special-delivery letters. Particular attention has been paid to this service, and the result has been very gratifying, as the figures above clearly indicate.

Pneumatic-tube service, as you observe in your report, leads to the rapid growth of the special-delivery service on account of the unusual facilities which it provides. There is ample reason to believe that the special-delivery service would increase still more rapidly should an interstation pneumatic service be established in Chicago.

Apart from the good results to the special-delivery service, which would follow the establishment of an interstation pneumatic-tube circuit, the main advantages would be found in the benefits that would accrue to the dispatching, collecting, and delivery services. These branches would be quickened and strengthened in the places where they are now most weak, and they would be given the ability to render service now impossible. The circuit as shown on the map provides for the establishment of new stations or the removal of old ones without interfering with the tubes or discommoding the dispatching, collecting, and delivery services.

Recommending the foregoing report to your careful consideration,

I am, respectfully, yours,

CHARLES U. GORDON, *Postmaster.*

This article of agreement, made the 20th day of October, A. D. 1892, between the Pneumatic Transit Company of New Jersey and the United States of America (acting in this behalf by John Wanamaker, the Postmaster-General)—

Witnesseth that whereas the said Pneumatic Transit Company of New Jersey made a proposition in writing in response to the advertisement of the Postmaster-General, bearing date of July 26, 1892, in reference to the furnishing and laying of pneumatic tubes for the dispatch of mail matter (which said proposition is referred to herein and made a part of this agreement), to lay pneumatic tubes in the city of Philadelphia, Pa., connecting the main post-office at Ninth and Chestnut streets with the subpost-office on Chestnut street below Fourth street in said city, which said proposition was approved by the Postmaster-General:

Now, therefore, the said Pneumatic Transit Company of New Jersey, in consideration of the premises and the further consideration that it will be permitted to enter said post-office building and the building in which said subpost-office is located upon the conditions hereinafter stated, does undertake, covenant, and agree with the United States as follows, to wit:

First. That it will lay at its own expense a line of pneumatic tubes, composed of two parallel iron tubes, each with an inside diameter of about 6½ inches, in Chestnut street in said city of Philadelphia, connecting the main

post-office at Ninth and Chestnut streets with the subpost-office on Chestnut street below Fourth street.

Second. It agrees to pay all expenses connected with the construction of the said tubes and the laying of the same along said street and into said post-office building and said subpost-office building, and also the entire cost of maintaining and operating the same during the period hereinafter mentioned, and to remove the same entirely from the said post-office building and the said subpost-office building when required to do so by the Postmaster-General.

Third. It agrees that all damages whatsoever done to said buildings or any other property owned or leased by and under the control of the United States shall be paid in full by it.

Fourth. It agrees to submit drawings and specifications for the work, so far as the same relates to entering the said main post-office building, to the Secretary of the Treasury for his approval on or before the 25th day of October, A. D. 1892; and, furthermore, that no part of the approaches to said post-office building or the masonry or any other part of the same shall be disturbed until the consent and approval of the said Secretary shall have been obtained.

Fifth. It agrees to submit drawings and specifications for the work, so far as an entrance into the building in which said subpost-office is located, to the postmaster at said city of Philadelphia for his approval on or before the 1st day of December, A. D. 1892; and, furthermore, that no part of the approaches to, or the masonry, or any other part of said building in which said subpost-office is located shall be disturbed until the approval of said postmaster shall have been obtained.

Sixth. When they shall be completed, the said Pneumatic Transit Company of New Jersey agrees to turn over the said pneumatic tubes, and all the appurtenances thereunto belonging, to the Post-Office Department and for the uses and purposes of the said Philadelphia post-office for a period of one year from and after the date of the completion of the same, for such practical tests as the postmaster at said city and the Postmaster-General may see fit to conduct, which tests shall be made without cost to the United States.

Seventh. The said Pneumatic Transit Company of New Jersey hereby waives all claims against the United States for any expenses attending the construction, maintenance, repairs, or operations (except as may hereinafter be provided for) of said pneumatic tubes, or the preparation for the tests of the same, or for any other expenses attending the said construction, repairs, operations, or tests aforesaid.

Eighth. It is understood that this agreement is entered into on the part of the said Pneumatic Transit Company of New Jersey, with the understanding and agreement that the said United States (acting in this behalf by the Secretary of the Treasury) will consent to the use of not exceeding 50 horse-power of the surplus steam in the boilers in the said post-office building at Philadelphia during the said period of said tests, or any part thereof, on condition that the cost of making any alterations or additions to the existing steam apparatus and connections in said post-office building, which may be consented to by the Secretary of the Treasury, shall be borne and paid by said Pneumatic Transit Company of New Jersey, and also that it will pay the cost of the steam supply for the said experimental tests upon the demand therefor by the Secretary of the Treasury, it being left optional with him to determine if any charge therefor shall be made.

Ninth. The said Pneumatic Transit Company of New Jersey further agrees, at the expiration of the period hereinbefore stated—to wit, a period of one year from the completion of said pneumatic tubes or at any intermediate date thereof—to lease said pneumatic tubes to the United States year by year, or to sell, assign, and transfer the same to the United States at the cost thereof, and to authorize the use by the United States of all the inventions in said pneumatic tubes and the appurtenances and devices connected therewith which are now, or may then be, covered by letters patent, by license, sale, or assignment, as may then be agreed upon by the said Pneumatic Transit Company of New Jersey and the Postmaster-General: *Provided*, That the right to lease, rent, purchase, or in any wise contract for the use of said tubes and all the appurtenances thereunto belonging, from and after said date, shall by law be vested in any officer of the United States.

In witness whereof the said Pneumatic Transit Company of New Jersey has, by its officers duly authorized so to do, hereunto set its hand and seal the day and year set opposite the names of each of said officers, respectively; and the said Postmaster-General has hereunto affixed his official signature and caused the same to be attested by the seal of the Post-Office Department.

THE PNEUMATIC TRANSIT CO.
WILLIAM I. KELLY, *President*. [SEAL.]
Signed this 20th day of October, 1892.
C. T. HARROP, *Secretary*. [SEAL.]
Signed this 25th day of October, 1892.
In the presence of—
GEO. W. REED,
AMOS BONSALL,
Witnesses.
[SEAL.] JNO. WANAMAKER, *Postmaster-General*.
Signed and sealed by the Postmaster-General in the presence of—
J. LAWRIE BELL.

Mr. MASON. Everyone in the Senate, except one or two, who are always in favor of confiscations, is willing that those contracts shall go on. I am certainly willing that the contracts shall go on. We are under a contract which expires next year. Before the Senate votes upon this matter, I want it fully to understand that the Postmaster-General has full authority at the end of the contracts in whatever contract he makes. The contracts that he has to-day with the three cities expire in one year; and he can say at the end of that time, "You shall carry this first-class mail under the terms that I prescribe or I will take away your contract and go back to the wagons."

As to all the talk about this monopoly, I say, of course, to a certain extent it is a monopoly. All patents are monopolies. I have no doubt they have from forty to fifty different patents on this appliance. The East has this tubular system. The postmaster of New York testifies and the people who use it testify to its great value. The Senator from Colorado said it carries but a small percentage of the mail. Aye, but it is the principal mail. It is the mail that transacts the business of the country. It is the first-class mail. It is the mail that pays the revenues to the Government. The Philadelphia postmaster testifies that 94 per cent of the first-class mail between the main office and the Pennsylvania station goes through the tube. That is the mail the people are anxious to get.

Now, after I have accepted the amendment of the Senator from Massachusetts, which the companies say they can not comply with, and which we can only hope to secure by getting some other company to bid at that price, the Senator seeks to put us in a position where, if they would furnish it for nothing, we still propose to leave this mail to be carried by the wagons of the country. This company did furnish it to the Government for nothing for more than a year in Philadelphia.

Mr. President, I think it is nothing more than fair play and common fairness, even-handed justice, to give to the city of Chicago an opportunity, if they can, to present to the Postmaster-General some scheme, providing they do not pay more per mile than they are paying in the city of Boston, which everyone says, which the chairman of the committee says, is a reasonable price, and under which a reasonable service is rendered.

We have given a great deal of time to this subject. We fought it over two years ago. There is a disposition here simply not to allow this service to proceed, regardless of the cost that it may be to the Government.

Mr. TELLER. Mr. President, as far as I am concerned, I am disposed to have this service go on if it goes on in proper shape. I am anxious that the Government shall take some steps to carry it on in proper shape, and give all the country an equal advantage in this service. I am not willing that it shall pass in the way proposed.

Mr. President, this is a Senate committee amendment. It does not come to us from the other body. If we strike it out, the bill will be in that particular just as it came from the other House. I therefore move to lay on the table the committee amendment and the amendment to the amendment.

Mr. WOLCOTT. The amendment of the committee and the amendment of the Senator from Massachusetts?

Mr. TELLER. The whole thing.

Mr. WOLCOTT. On that I ask for the yeas and nays.

The PRESIDING OFFICER. The Chair will suggest that the motion being to lay on the table the committee amendment, it will necessarily carry with it the substitute. The yeas and nays are demanded on the motion of the Senator from Colorado.

The yeas and nays were ordered; and the Secretary proceeded to call the roll.

Mr. CAFFERY (when his name was called). I have a general pair with the Senator from Michigan [Mr. BURROWS]. If he were here, I should vote "nay."

Mr. HEITFELD (when his name was called). I am paired with the senior Senator from New York [Mr. PLATT]. If he were present, I should vote "yea."

Mr. MARTIN (when his name was called). I have a general pair with the senior Senator from Illinois [Mr. CULLOM], and in his absence I withhold my vote. If he were present, I should vote "yea."

Mr. PENROSE (when his name was called). I have a general pair with the Senator from Delaware [Mr. KENNEY], who is absent, but as I understand our views are in harmony on this question, I will vote. I vote "nay."

Mr. CLAY. I was requested by the Senator from Delaware to state that he was called away from the Senate, and that he would vote against the pneumatic-tube provision if he were present.

Mr. PENROSE. Then I have been mistaken, and I withdraw my vote.

Mr. PRITCHARD (when his name was called). I have a general pair with the junior Senator from South Carolina [Mr. MCLAURIN], and therefore withhold my vote.

Mr. TILLMAN. I will announce that my colleague [Mr. MCLAURIN] is absent, ill. If he were present, he would vote "yea."

Mr. SCOTT (when his name was called). I have a general pair with the Senator from Florida [Mr. TALIAFERRO], and withhold my vote.

The roll call was concluded.

Mr. ALLEN. On this question I am paired with the senior Senator from Rhode Island [Mr. ALDRICH]. If he were present, I should vote "nay."

Mr. BATE. I am paired with the junior Senator from Kentucky [Mr. DEBOE]. Were he present, I should vote "yea."

Mr. LINDSAY. I am paired with the senior Senator from Michigan [Mr. MCMILLAN]. I understand that he is in favor of this amendment.

Mr. BACON. I have a general pair with the junior Senator from Rhode Island [Mr. WETMORE]. In his absence I withhold my vote. If he were present, I should vote "yea."

Mr. HANSBROUGH. I have a telegram from the junior Senator from Indiana [Mr. BEVERIDGE] authorizing me to pair him with the committee amendment. I have been requested by the Senator from Maine [Mr. HALE] to secure a pair for him. So I will take the liberty of pairing the Senator from Indiana with the Senator from Maine.

Mr. TURNER. I have a general pair with the senior Senator from Wyoming [Mr. WARREN], but I am informed by the Senator from North Dakota [Mr. HANSBROUGH] that if he were present